



Preparations Underway for 2008 Aviation Conference

The 24th Annual Montana Aviation Conference will be held Feb. 28 – March 1 in Great Falls at the Best Western Heritage Inn.

The theme for this year's conference is "When Dreams Take Flight - Follow Them." Several special events are planned to make this conference one of a kind. The kick off luncheon speaker will be Col. Michael J. McDonald. Col. McDonald functions as the Wing Commander of a 900-plus fighter wing. He provides leadership and management of the flying/training units and provides manpower, equipment and training in preparation to perform the wartime mission. He is responsible for determining unit goals, long and short range strategic planning and executing unit programs. He is also responsible for the management of aircraft, equipment and other assets valued at nearly \$750 billion. Col. McDonald ensures the wing can meet mobilization requirements and effectively integrate with active components under all contingencies. He serves as a vital member of the Adjutant General's Senior Staff. He has held this position in June 2007.

Col. McDonald has been a Battle Officer in two ACC Operational Readiness Inspections, an Operations Group Quality Council Member and USA writer, co-chairman of the 120th Fighter Wing Resource Management Team, 120th Fighter Wing Conversion Officer, and Flight Lead for the 1992 William Tell Team. He was the Logistics Group Commander for more than three years, the Operations Group Commander for more than two years, and the Vice Wing Commander for more than three years.

Col. McDonald's presentation is expected to be a highlight of the conference and will be great addition to the wide variety of concurrent sessions being offered. In conjunction with the conference, a FAA certified Mechanics Seminar and IA renewal will be conducted. A teacher workshop will also take place that will provide teachers with strategies to use aviation activities to teach mathematics, science, language arts, social studies and technology. Rounding out the conference is a static tour display and tours of the Great Falls Airport.

The Montana Pilots Association will conduct a Silent Auction at the conference to raise money for the Recreation Airstrip Committee Fund. These funds are used statewide for projects such as pilot lounge improvements, picnic tables, barbeque pits and many other airport improvements related to camping and recreation facilities. For more information on the auction, contact Wade Cebulski at (406) 677-3219 or email slk3219@blackfoot.net.

Be sure to register for the conference before February 1 to save on the registration fee. A takeoff to landing package includes all meetings, meals, exhibits and social events. Conference registration fee includes all meetings and exhibits and a meal ticket for Friday evening and Saturday luncheon. All other meal tickets must be purchased separately. A registration form is included on page 6 of the newsletter.

Rooms have been blocked at the Best Western Heritage Inn – 1700 Fox Farm Road. Please call (800) 548-8256 or (406) 761-1900 to make reservations.

For more information about the conference, contact Patty Kautz at (406) 444-2506 or pkautz@mt.gov. Hope to see you there!



Col. Michael McDonald

Administrator's Column

Big Sky Airlines: It was a gloomy day for Montana when Big Sky Airlines announced plans to close its doors and discontinue service. In its termination notice to the U.S. Department of Transportation, Big Sky Airlines said the termination of services is both “regrettable and unavoidable and is the result of enormous unsustainable financial losses Big Sky incurred, and which Big Sky is unable to continue to endure. The Company does not have the financial resources to continue to absorb these mounting and unacceptable losses and has determined that it has no alternative but to terminate service.” Big Sky Airlines began operations as a Montana company in Billings in 1978 with passenger service from Billings to Helena and Kalispell. It grew to serving 21 cities in seven states. It was the principal subsidiary of MAIR Holdings, Inc. Many thanks to the employees of Big Sky Airlines for years of service and friendship to the state of Montana.

* * * * *

Order Issued: The U.S. Department of Transportation on December 28, 2007 issued an order allowing Big Sky to suspend its service on the date that Great Lakes Aviation begins replacement service and selected Great Lakes to provide services through March 1, 2010. It is anticipated that Great Lakes will begin service in early February.

* * * * *

Great Lakes Aviation, Ltd celebrated 25 years of service in 2004 and is headquartered in Cheyenne, Wyo. It employs more than 850 aviation professionals. Great Lakes is the largest essential air service provider in the nation and enjoys code share partnerships with United and Frontier. In December 2007, Great Lakes realized a 21.7 percent increase in passengers carried when compared to December 2006 and realized an increase of 14.7 percent for the entire calendar year compared to 2006. Great Lakes plans to fly pressurized 19 seat Beech 1900Ds to provide the service. Welcome to Montana, Great Lakes Aviation.

FAA Funding Extended: An omnibus funding bill for all federal agencies was signed by President Bush for fiscal year 2008. This basically will extend the FAA’s existing funding and tax structure through the end of February. The package contained \$3.515 billion for AIP, the same funding level as last year or \$765 million more than the President’s FY2008 budget request. Unfortunately, Congress failed to extend AIP contract authority as part of the omnibus or separate legislation, leaving FAA without the ability to issue AIP grants early in the year. In essence, Congress put \$3.515 billion in the bank for AIP grants in fiscal year 2008, but failed to provide FAA with the ability to issue checks. With the extension to February 29, Congress will be forced to address the issue and hopefully a long-term FAA reauthorization bill early in 2008.

Pilot Retirement Age Increases to 65: At long last! After many years of tackling legislation to increase the mandatory retirement age for commercial passenger airline pilots – success has finally materialized. President Bush has signed into law H.R. 4343, the “Fair Treatment for Experienced Pilots Act,” which raises the mandatory retirement age from 60 years to 65 years for pilots serving on commercial passenger flights within the United States. FAA said it welcomes the new law, adding that, “The determined efforts of Congress have averted a lengthy federal rulemaking process, while enabling some of our nation’s most experienced pilots to keep flying.” The Fair Treatment for Experienced Pilots Act allows both pilots on a domestic flight to be up to age 65. For international flights, one pilot may be up to age 65 provided the other pilot is under age 60, consistent with the November 2006 International Civil Aviation Organization (ICAO) standard. While the law is not retroactive, airlines do have the option to rehire pilots who are under age 65. The rehiring of pilots is not mandatory and is the discretion of each airline.



Montana and the Sky

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Jim Lynch, Director

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Montana and the Sky

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Calendar

January 18-20 – Winter Survival Clinic, Helena. For further information contact, Jeanne MacPherson at (406) 444-2506 or jemacpherson@mt.gov.

January 22-23 – Aeronautics Board meeting. January 22 from 1 – 4 p.m.; January 23 from 8 a.m. - 5 p.m. Montana Department of Transportation Auditorium, 2701 Prospect Avenue, Helena. For further information, contact Patty Kautz at (406) 444-2506 or pkautz@mt.gov.

January 26 – Benefit Chili & Auction Benefit for Elaine and Randal Vogel, Noon to 5 p.m. Townsend Multipurpose Room. For further information, contact Karen Salmi at (406) 266-5400, karensalmi@hotmail.com or Dave Williams at (406) 266-4402, pacer37d@peoplepc.com

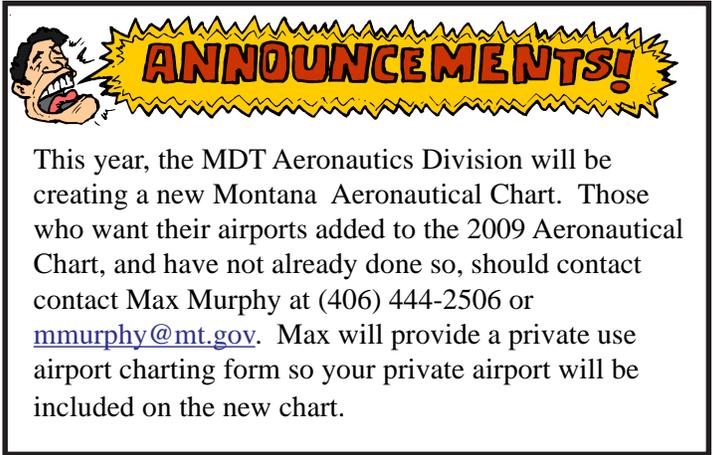
January 26 – Rocky Mountain College Aviation Program Open House for prospective students and parents. 8:45 a.m. to noon. Call (406) 657-1060 to make reservations.

January 28-29 – AMAA Convention, Heritage Inn, Great Falls. For further information, contact Colleen Campbell at (406) 463-2268 or ecolleenc@yahoo.com.

February 8-9 – Flight Instructor Refresher Clinic, Wingate Inn, Helena. For further information, contact Jeanne MacPherson at (406) 444-2506 or jemacpherson@mt.gov.

February 28 – March 1 – Montana Aviation Conference, Heritage Inn, Great Falls. For further information, contact Patty Kautz at (406) 444-2506 or pkautz@mt.gov.

March 15 – Rocky Mountain College Aviation Program Open House for prospective students and parents. 8:45 a.m. to noon. Call (406) 657-1060 to make reservations.



This year, the MDT Aeronautics Division will be creating a new Montana Aeronautical Chart. Those who want their airports added to the 2009 Aeronautical Chart, and have not already done so, should contact Max Murphy at (406) 444-2506 or mmurphy@mt.gov. Max will provide a private use airport charting form so your private airport will be included on the new chart.

Workshop for Teachers Offered at Conference

Please spread the word to any and all teachers that you know, MDT Aeronautics Division is offering an aviation workshop for teachers. This workshop will provide teachers with strategies to use aviation activities with their classrooms to teach mathematics and science, integrating with language arts, social studies and technology. The workshop will be held at the Heritage Inn, Great Falls on February 28- March 1, 2008 in conjunction with the Montana Aviation Conference.

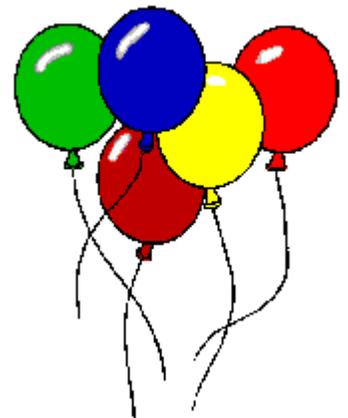
Take Off with Aviation Education has been approved for credit through the University of Montana, There is no fee for the course, but teachers taking the course for university credit will be charged \$135. Scholarships of \$100 are available to help defray travel costs for teachers.

For further information, contact Jeanne MacPherson at (406) 444- 2506 or jemacpherson@mt.gov.

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information call (406) 444-6331 or TTY (406) 444-7696. MDT produces 2,400 copies of this public document at an estimated cost of 39 cents each, for a total cost of \$936. This includes \$565 for postage.

Benefit Chili & Auction Benefit for Elaine & Randal Vogel Entertainment from Dave Williams & Jim and Terry Gunderson January 26 - 12 noon – 5 p.m. at the Townsend Multipurpose Room

Randal Vogel's love of aviation has taken a back seat while his wife, Elaine, awaits a lung transplant in Seattle. Randal recently sold his hangar and abdicated his 31 year seat on the Townsend Airport Board. Even though his love for aviation and his airport are still there, they just have to be put on hold. For more information, contact Karen Salmi (406) 266-5400 karensalmi@hotmail.com or Dave Williams at (406) 266-4402 pacer37d@peoplepc.com. An Elaine Vogel Fund will be established at American Federal Savings.



Flying the Pipeline

By Linda Halstead-Acharya of the Gazette Staff, reprinted with permission

A sign on the inside of Larry Larson's Piper Cub Super Cruiser pretty much says it all: "Neckties will not be worn in this facility."

There's little chance the Molt-based pilot will be caught flying his plane in a suit and tie. In fact, the freedom to do what he wants when he wants - and dressed as he wants - is what sold him on the job in the first place.

"They tell you, 'You've got a contract. Look at the pipeline every two weeks,' " he said, summarizing his job in a dozen words. "You get to pick the weather."

For more than 35 years, Larson has flown pipelines, tracing their paths from the air to make sure nothing's amiss. All told, on the job and off, he has accumulated roughly 30,000 hours of flight time, an inordinate amount by any measure. Until cutting back a few years ago, he averaged 1,000 hours annually, scouting pipelines from Washington state to North Dakota, Colorado to Montana.

"They paid me money to do what I wanted to do," he said, grinning. "It's as good as it gets."

Larson is one of just a handful of pilots flying pipelines in Montana. It's obvious he loves what he does, and he certainly has no complaints about the confines of his "office."

"What a neat office to be in," he said, referring to his cockpit and a 360-degree panorama that's continually changing. "You're by yourself, alone with your thoughts. You can be honest with yourself; in fact you have to be honest. The laws of gravity work for everybody. There's no way you can cheat, lie or steal."

As Larson reminisces about his career, he seems more interested in talking shop. He toys with the ailerons (a movable flap on the trailing edge of the wing) on his 1947 Super Cruiser, speculating how modifications would affect the plane's performance.

When he pauses to talk about the past, he pinpoints a summer nearly 50 years ago.

"I got the haying done early and I told my dad I'd like to learn to fly," he said.

Fortified with a healthy dose of persistence, a farm kid's know-how and a month's wages in hand, Larson set out to do just that. He linked up with a rancher named Wilbur - no, not Wright, he smiles - a fellow North Dakotan who not only shared his interest in flight but owned a plane and offered to instruct him.

"This old boy soloed me out," Larson said.

Within months, Larson was serving in the Army, not flying but typing. But the Virginia base on which he was stationed happened to have a fly-in club close by. Every chance he got, he'd hop on his bicycle and ride out to the airport.

"We rented the airplanes for two to three dollars an hour, with gas in them," he said. "I flew all I could back there."

When Larson returned from the Army in 1960, Wilbur convinced him he needed a plane. So Larson cashed in his savings bonds and, for \$1,000, became the proud owner of a Piper J-3 Cub, circa 1945. The fabric on the fuselage had



Pipeline survey pilot Larry Larson has logged thousands of hours in his 1947 Piper Cub Super Cruiser over the past 35 years. Photo by Larry Mayer/Gazette Staff

rotted, but it was nothing that couldn't be replaced.

"It had a hand propeller - there was no electrical system," Larson said. "But, it did teach me to fly."

As Larson tells it, he eventually "stumbled into Montana." Taking his plane along with him, he worked several ranch jobs - marrying wife Lalonnie in 1965 - before an employer suggested he check into the GI Bill. When Larson discovered the bill paid \$9 of every \$10 spent on flight training, he signed up.

"I was just a fall-into-luck guy," he said. "I took flight training in Billings, mostly because it was fun."

The pipeline job, too, was a case of good timing. Larson was drinking coffee with the guys one day, when one of them announced he would soon be flying the pipeline. The job didn't pan out for that pilot, so Larson decided to apply for it himself. He sold himself based on his hours of low-level flying.

"I love prowling around and looking," he said. "In fact, I never fly high unless I have to."

So it was that, somewhere around 1970, Larson began flying for Cenex. He later landed more work with Conoco.

"I slowly ended up with enough to feed me regular," he said.

Today, Larson still flies the Piper Cub Super Cruiser he bought in 1973, a 60-year-old plane for which he can still buy new parts. Every other week, he alternates pipelines.

"At first they send someone with you," he said, explaining how a pilot first learns where the pipeline runs. The path is also marked with air markers, signs similar to mileage markers that are visible from above.

At certain times of year, the pipeline's route can, depending on location, be discerned as an especially green streak in the middle of a farmed field. For whatever reason - extra moisture or the warmth of the refined product flowing beneath - the path turns green earlier and produces more grain, he said.

continued page 5

Flying The Pipeline, continued...

“They could walk it or drive it,” he said, noting that the regular surveillance meets a government requirement. “But flying is more efficient and you can see more.”

When flying the pipeline, Larson typically cruises at 100 mph and rarely higher than 500 feet. From that altitude, he can pick out jackrabbits running through the sage and even the small 4-inch-by-4-inch pin flags that denote where other utilities cross the pipeline. He keeps his eyes open for anything - people working with a backhoe or grader, places where natural forces have left the pipeline exposed - that could compromise the pipeline’s integrity. Leaks are rare, he said, because the government requires the pipelines to be pressure-tested on a regular basis. If a major leak is detected by sensors, the pipeline shuts down and Larson is sent out to locate the problem.

Occasionally he’ll see signs of a pinhole leak from the air. When the ground is dry, it shows up as a dark, damp spot. If the ground is wet, he sees the rainbow colors of the fuel floating on top of the moisture.

When Larson worked full time, he typically flew three days a week, sometimes spending the night out. Over the years he learned his own limits and the limits of his plane.

“I had to run her out of gas twice before I learned my lesson,” he said, grinning again.

Larson recounted an episode that took place during a pipeline run in northern Colorado.

“I had just come over the mountains when it (engine) goes ‘boom’ and then ‘woof, woof, woof,’ “ he said, shaking his head. “Funny, you want to diagnose and figure what’s wrong even before you get on the ground.”

After coasting the Super Cruiser to a safe landing - the pipeline right of way makes a pretty good landing strip, he said - he discovered a spark plug dangling from a wire and a broken valve.

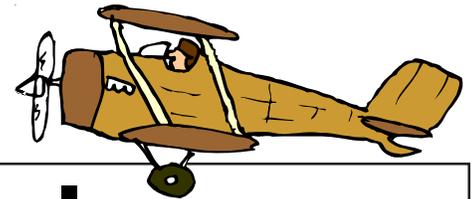
“There was no fix really,” he said, so he called his pilot friends in Columbus. “I told them, ‘You know that engine I’ve been thinking about putting in? I want to put it in tomorrow.’”

His friends picked up the engine from his hangar in Molt, threw in a box of tools and flew down the next day. But as they worked to install the spare engine, they discovered it was less than a perfect fit.

“We didn’t have a drill, so we had to use the punch blade on our jackknives to make it work,” he said.

These days, Larson, who moonlights as the guitar player in group Highway 302, enjoys his abbreviated schedule as much as he likes his job.

“It’s been a fun adventure, the whole thing,” he said. “And every day you know you have to do it right again, because there is no option.”



Mechanics Seminar & IA Renewal Offered at Conference

The 2008 Mechanics Seminar and IA renewal will once again be held in conjunction with the Montana Aviation Conference in Great Falls. The dates for the conference are February 28 - March 1. The Mechanics Seminar will be held on Friday, February 29 and Saturday, March 1.

Six hours of training on Friday will be offered and eight hours of training will be offered on Saturday. This works for those mechanics only wanting to attend on Saturday but still needing to update their IA for renewal.

Tentative speakers include, Teledyne Continental Motors – Loren Lemen; Colorado Classic Aircraft-Carol Leyner; Engine Components Inc.-Tim Morland; Goodyear Aviation Tires – Dick Delagrange; Rocky Mountain Aircraft – Mitch Steinberg; Precision Airmotive – Alan Jesmer; American Bonanza Society - Neil Pobanz; Tempest - Vince Betchtel; Aerospace Welding Minneapolis – Steve Hunter; RAPCO – Mike Lotzer and Helena FSDO

Mechanics attending this year’s seminar will be required to register for the Aviation Conference. The registration fee is \$65 for those who register by February 1. After February 1, the registration fee will be \$75. Registration includes all concurrent sessions, morning and afternoon coffee breaks with snacks, Friday night dinner and Saturday luncheon. If only attending the 8-hour Saturday session, a \$20 day pass is available. See the registration form on page 6 of the newsletter. For questions, contact Mike Rogan (406) 444-2506 or email mrogan@mt.gov. Make plans now to attend, to discuss and to learn the latest in aircraft maintenance.

Montana Aviation Conference 2008

February 28 – March 1
Heritage Inn, Great Falls



Mail Registration Form & Payment to:
 MDT Aeronautics Division - Attn: Patty Kautz
 PO Box 200507 - Helena, MT 59620-0507
 Phone (406) 444-2506 – Fax (406) 444-2519
 Email: pkautz@mt.gov

Names of Participant(s) (for badges): _____

Aviation Organization Affiliation: _____

Address: _____

City: _____ State/Zip _____

Phone _____ E-mail address _____

Register Early and SAVE!

EARLY REGISTRATION: BY FEBRUARY 1, 2008

Takeoff to Landing Package	_____ @ \$120/PERSON	\$ _____
(includes registration & all meals)	_____ @ \$230/PERSON/SPOUSE	\$ _____

-OR- Registration Fee	_____ @ \$65/PERSON	\$ _____
(includes registration & <u>free</u> meals – see note below)	_____ @ \$120/FAMILY	\$ _____

Thursday Luncheon	_____ @ \$15/EACH	\$ _____
Friday Luncheon	_____ @ \$15/EACH	\$ _____
**Friday Dinner/Entertainment	_____ @ FREE	\$ _____
**Saturday Luncheon	_____ @ FREE	\$ _____
Saturday Banquet	_____ @ \$30	\$ _____

TOTAL PAYMENT: \$ _____

GENERAL REGISTRATION: AFTER FEBRUARY 1, 2008

Takeoff to Landing Package	_____ @ \$130/PERSON	\$ _____
(includes registration & all meals)	_____ @ \$250/PERSON/SPOUSE	\$ _____

-OR- Registration Fee	_____ @ \$75/PERSON	\$ _____
(includes registration & <u>free</u> meals – see note below)	_____ @ \$140/FAMILY	\$ _____

Thursday Luncheon	_____ @ \$15/EACH	\$ _____
Friday Luncheon	_____ @ \$15/EACH	\$ _____
**Friday Dinner/Entertainment	_____ @ FREE	\$ _____
**Saturday Luncheon	_____ @ FREE	\$ _____
Saturday Banquet	_____ @ \$30	\$ _____

TOTAL PAYMENT: \$ _____

****PLEASE INDICATE IF YOU WILL ATTEND THE FREE FRIDAY DINNER/ENTERTAINMENT AND FREE SATURDAY LUNCHEON WITH NUMBER OF TICKETS REQUIRED. PERSON/SPOUSE AND FAMILY RATE INCLUDES 2 DINNER/ DANCE AND 2 SATURDAY LUNCH TICKETS – ADDITIONAL TICKETS MAY BE PURCHASED - \$30 DINNER/DANCE AND \$15 SATURDAY LUNCHEON. TO ASSURE ADEQUATE MEAL COUN, IF NO INDICATION IS MADE AS TO NUMBER OF TICKETS REQUIRED NO TICKETS WILL BE RESERVED.**

Refund Policy: Full refunds for cancellations will be given until February 1, 2008. From February 2 - 22 the registration fee less \$50 will be refunded. **After February 22**, no refunds will be given. If you cannot attend, you may transfer your registration to another person in the same registration category.

Airport Inspections

By: Max Murphy, Aviation Support Officer



Tiber Dam Airport, August 2007

strip which involves examining for cracks, fog seals, weather raveling, depressions, patching and oil spillage. Turf runways are inspected for roughness, holes and depressions, and other possible abnormalities. Once those are completed, I continue on by examining the lighting system, windsocks and approach slope guidance lights.

Another aspect of the inspection is verifying the approach and the sides of the runway are free from obstructions. For example, a visual approach requires a 20:1 slope, the slope for non-precision approach is 34:1, and precision approaches require a 50:1 slope. For a class A airport, the sides of the runway are a 7:1 slope. These slopes go up to 150 feet above airport elevation for the immediate area around an airport. To do these evaluations, we have instruments to measure these slopes accurately.

Often, the airport manager will greet me in person when I arrive. It is always a pleasure to meet these folks who are dedicated to maintaining our public airports. During the course of my inspection, the manager will often ask what I am looking for and evaluating. Inspections are based on FAA guidelines identified in AC150/5300. These are available on the internet at www.faa.gov/airports/airtraffic. Attending an Airport Master Records Inspections course was helpful in learning the appropriate FAA regulations and in completing necessary paperwork. Each year I inspect approximately one-third of the public airports in the state.

The overall upkeep of all Montana airports is spectacular. The airport managers of Montana do a lot of work without much appreciation, and if it weren't for you and others, our airports would not be nearly as safe as they are. I know of many cases where the airport manager is helped by personal friends, fellow pilots and retirees in maintaining the airport. All at MDT's Aeronautics Division thank you for the care and commitment to the public airports in our great state.

Len and Ken Retire from Helena FSDO



Len Wheeler and Ken Conrad retired from the Helena Flight Standards District Office this January. Ken Conrad started his aviation career as a pilot for Big Sky Airlines and began his career as a general aviation operations inspector with the Helena Flight Standards office over 20 years ago. Len Wheeler started his career with the Federal Aviation Administration in 1976. Len has worked closely with MDT Aeronautics Division's Safety and Education Bureau for many years. Len has been an integral partner in the Aviation Career Camp (ACE) and the yearly aviation education programs that the Division sponsors at the Montana Aviation Conference. As a matter of fact, Len will be at this year's aviation conference participating in the student and teacher programs as a volunteer with the FAA's flight simulator. Congratulations for your many years of service.

There is a Difference!

By: Geanette Cebulski, Secretary Treasurer/Montana Pilots Association

There is always some confusion this time of year regarding the Montana Pilots Association and the Montana Aeronautics Division. The Montana Pilots Association is a non-profit organization founded in 1939 to serve the interests and needs of general aviation in Montana. The MPA and its local chapters (Hangars) often promote aviation by working together with the Montana Aeronautics Division on projects of mutual interest.

The Montana Aeronautics Division is a division of the Montana Department of Transportation. As a pilot and resident of Montana, you and your aircraft should be registered. The Aeronautics Division has mailed the annual registration forms for 2008 renewals. Upon registration, you automatically receive a copy of the Montana Airport Directory and the monthly newsletter *Montana and the Sky*.

When you join the Montana Pilot's Association (MPA), you become part of a larger voice for general aviation in Montana. Specifically, you gain membership in an organization that represents your aviation interests. The MPA is the only statewide organization open to all pilots and dedicated to representing and supporting the interests of Montana pilots at local, state and national levels. The MPA represents aviation in the following ways: monitoring aviation issues in the state legislature, co-sponsor of the Montana Aviation Conference, representative on the Montana Aeronautics Board, representation on airport usage and development committees throughout the state. MPA is a member of the Aviation Organizations of Montana, the Alliance for Aviation Across America and a member of the Leave No Trace Center for Outdoor Ethics.

As an MPA member you receive a bi-monthly newsletter *The Heading Bug* and access to the website www.montanapilots.org. Both provide a calendar of aviation events, Hangar reports (local chapters from around the state), as well as keeping you informed on issues important to Montana pilots.

Membership renewals for 2008 were mailed November 15 to all MPA members. The MPA is promoting new memberships by mailing brochures to Montana pilots who are not currently members of the MPA. If you are acquainted with pilots who are not members, please encourage them to join and to list your name as a "sponsor." Members will have their names included in a drawing to be held at the Aviation Conference. The prize this year will be a Personal Locator Beacon. Your name will also be added in the drawing for every member that you sponsor. You do not need to be present to win the prize. For further information regarding the MPA, please contact any of MPA officers or call Geanette at (406) 677-3423.

Aeronautics Division
Montana Department of Transportation

2630 Airport Road
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Montana Department of Transportation



serving you with pride

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