



Shanda Lear to Speak at Awards Luncheon

The award luncheon at the 1999 Montana Aviation Conference being held February 25-27 at the Ramada Copper King Inn at Butte will feature Shanda Lear. Shanda's life has been shaped by two dazzling figures. Her father, Bill Lear, was an inventor, designer and entrepreneur whose 150 patents included the Learjet, the car radio and the 8-track stereo. Her mother, Moya, had an unusual way of looking at things which gave her the emotional strength to support Bill Lear and his endeavors. For more than 20 years, Shanda has been inspiring people to improve the quality of their lives and their children's. Drawing upon the Bill and Moya Lear philosophy, Shanda shares the insights that helped her parents challenge the status quo, reach for the stars and accomplish their dreams.

Shanda will share the *Secret to the Success of Bill and Moya Lear* and entertain with her spirited and inspirational songs of flight. You will be treated to a montage of captivating aviation slides and spectacular rare footage to delight your sense of sight as you listen to Shanda's singing. She will leave you on a "high note".

The sponsors of this year's conference, the Montana Airport Managers Association, the Montana Pilots Association, the Montana Antique Aircraft Association and the Montana Aeronautics Division are excited to present a fun-filled, information three-days.

An interesting spouse/guest program is on tap for Friday. Folks will be treated to an Arts Chateau Tour and historical tour around Butte. A special addition will be a tour and elegant no-host luncheon at the Copper King Mansion. For those that have never toured the mansion you won't want to miss this. Transportation will be provided. Please

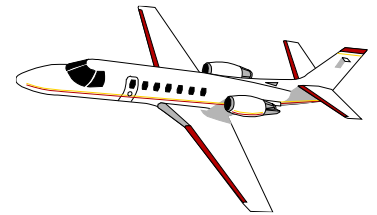
RSVP to the Division at 444-2506 if you are interested in joining the spouse/guest tour.

Meal tickets for the conference with the exception of Friday lunch are separate from the registration fee. All meal tickets must be reserved no later than 48 hours in advance of each meal. Tickets for the kick-off luncheon must be reserved through pre-registration.

Rooms for the conference have been blocked at the Ramada Copper King (800)332-8600 at the rate of \$60 single/double; \$70 triple/quad; and at the Comfort Inn (800)442-4667 at the rate of \$45; and at the Super 8 (406)494-6000 at a 10% discount from their published rate. The Comfort Inn

and Super 8 are about a 5 minute drive from the Ramada Copper King. Transportation between the hotels will be offered. Be sure and tell the motel when making reservations that you are affiliated with the Montana Aviation Conference.

If you haven't registered for the conference yet do so soon. We look forward to seeing you in Butte.



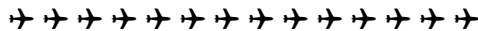
Shanda Lear

Administrator's Column

NOTICE ——— CUSTOMS CLEARING CHANGES———NOTICE

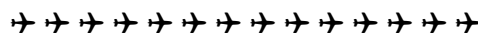
The U.S. Customs Service has made Customs clearing changes at many Montana airports which will effect the procedures pilots are accustomed to following. The Montana Aeronautics Division was unaware of these changes and therefore our 1999 airport directory does not reflect these new procedures. The changes only effect those airports where the U.S. Customs Service employees "intermittent inspectors" who are part-time and may not always be available for Customs clearance. These inspectors are normally available from 0800-2000 hours five to seven days per week. These airports are KALISPELL Glacier International (KFCA); MISSOULA INTERNATIONAL AIRPORT (KMSO); CUT BANK MUNICIPAL AIRPORT (KCTB); HAVRE CITY/COUNTY AIRPORT (KHVR); GLASGOW WOKAL INTERNATIONAL AIRPORT (KGGW); and BILLINGS LOGAN INTERNATIONAL AIRPORT (KBIL). Private and charter aircraft with 15 or less passengers arriving from Canada may be cleared at these airports and YOU MUST MAKE YOUR OWN ARRANGEMENTS at least 2 hours in advance of landing by calling a single point contact number at (406) 895-2637 (not toll free) and obtaining landing rights prior to departure. After receiving landing rights you must file a Canadian flight plan and note "ADCUS" in the remarks. GREAT FALLS INTERNATIONAL AIRPORT (KGTF) is a 24 hour, seven days a week full-service Customs location. Both small private and large commercial aircraft and commercial shipments may be cleared at KGTF. There is no change in notification procedures for KGTF, just file your Canadian flight plan showing ADCUS in remarks so the U.S. Flight Service Station can notify Customs at least one hour in advance of landing. You may also contact Customs at Great Falls by telephone at (406) 453-0861 if you have any questions. BUTTE BERT MOONEY AIRPORT (BTM) is an expanded service Customs location open five days per week from 0800-1700 hours. After hour service may be available with adequate advance notice during normal business hours. Only private and charter aircraft with 15 or less passengers and commercial shipments arriving from Canada can be cleared at KBTM. When filing your Canadian flight plan note ADCUS in remarks so the U.S. Flight Service Station can notify Customs at

least TWO hours in advance of landing. You may also contact Customs at Butte by telephone at (406) 494-3492 for after hour service or other questions. HELENA REGIONAL AIRPORT (KHLN) is staffed by the U.S. Immigration and Naturalization Service. Private and charter aircraft with 15 or fewer passengers arriving from Canada can be cleared at KHLN seven days per week – 24 hours per day including holidays. Daily duty time is 0730-1600 hours so there will be an after hour charge from 1600-0730 hours.. No commercial shipments can be cleared at KHLN. When filing your Canadian flight plan put ADCUS in the remarks. For additional information you can call (406) 449-5771 during the normal 5-day work week —or- their answering service at (406) 449-1024 -or- the Inspector's voice pager at (406) 449-1569. Mr. Robert Gadsby, Supervisory Customs Inspector for Montana will be putting on a session during our upcoming Montana Aviation Conference being held in Butte February 25-27, 1999. This would be an excellent opportunity for airport managers, FBO's, and pilots to learn first hand on the new procedures.



CANADIAN USER FEES

Canadian Airlines have announced that they will add a surcharge to pay for NAV Canada air traffic services. As you know, the Canadian government turned the air traffic functions over to a privatized corporation to operate. Canadian Airlines claim it's bill will nearly double in 1999 so the carrier will pass on the cost to passengers flying within North America. A \$9.26 surcharge will be added to each round-trip ticket. In addition to Air Traffic Control fees, NAV Canada also charges for other services such as flight services and overflights which not only effect the airlines but will soon include general aviation as well. We only need to keep a close eye on the results of the NAV Canada ATC privatization as a similar user fee concept is what the current U.S. Administration wants to implement in the United States and thus far the general aviation industry have been successful in thwarting. Hopefully we will be able to continue with this success but it keeps surfacing so we need to keep advising our Montana Congressional delegation of our position on this issue.



Montana and the Sky
Department of Transportation
Marc Racicot, Governor
Marv Dye, Director

Official monthly publication of the
Aeronautics Division
Telephone - 444-2506
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Helena, MT 59604
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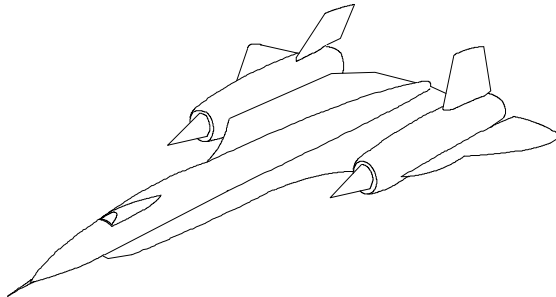
Montana and the Sky is published
monthly in the interest of aviation in the
State of Montana.
Third Class postage paid at Helena,
Montana 59604

Subscription: \$5 per year
Editor: Debbie Alke
Editorial Assitance:
Patty Kautz

THURSDAY KICK-OFF LUNCHEON TO FEATURE "ROBERT J. GILLILAND"

Robert Gilliland will be the featured speaker at the 1999 Montana Aviation Conference kick-off luncheon on Thursday, February 25. Bob Gilliland has logged more experimental supersonic flight test time above Mach 2 and Mach 3 than any other pilot. He is a Naval Academy graduate, flew combat jet fighters in Korea and helped introduce the first American Jets in Europe. As project test pilot for the

top secret Lockheed SR-71, he was the first to fly the aircraft. It roared skyward amid the purple-orange blast of maximum afterburner on its maiden flight December 22, 1964. Working with Kelly Johnson, the Skunk Works founder and his small group of engineers, Bob was the first to achieve full envelope expansion of speed and altitude in A-11/A-12, YF-12A and SR-71, Bob was a Lockheed company test pilot in the F-104 starfighter at Palmdale, Edwards AFB and in Europe. He holds the Kincheloe award as top test pilot by the Society of Experimental Test Pilots and is currently a trustee of ANA (Association of Naval Aviation). Be sure to make your reservations now to hear Bob's presentation you will surely come away awed, amazed, entertained and educated.



BCAC Map Package

The British Columbia Aviation Council, located in pristine Vancouver offers a very special package to all out of town pilots when they order the BC Air Facilities map. The BC Air Facilities Map created in 1993, lists all the landing strips, both ground and water available throughout BC on the way through to Alaska. The map includes such information as what type of landing strip, and amenities that are available.

The Council has created a tourist package that is sent free of charge when the map is purchased. Included in the tourist package is information on CANPASS, flying the Alaska Highway, safety issues, and accommodations guide for British Columbia, as well as a road map for both British Columbia and the Yukon, and information about camping at and on the airports throughout BC. Any information on fishing or local interests is available when in stock.

A must have for anyone travelling to or through British Columbia. Price for the Map is \$15.00 Canadian plus \$5.50 shipping and handling due to the bulkiness of the package.

ORDER YOURS TODAY.
BC Aviation Council
303-5360 Airport Road South
Richmond, BC V7B1B4

Visa accepted.

Telephone: 604-278-9330
Fax: 604-278-8210
Email: bcac@bcaviation.org

Calendar

February 5 - 6 - Flight Instructor Refresher Clinic, Helena.
February 25 - 27 - Montana Aviation Conference, Copper King Inn, Butte.
March 13 - 14 - Air Fare and Exposition, Fairbanks, AK.
March 18 - 20 - 10th Annual International Women in Aviation Conference, Radisson Twin Towers Hotel, Orlando, FL (937)839-4647.
April 11 - 17 - 25th Annual Sun 'n Fun Fly-In and Convention, Lakeland, FL.
May 7 - 8 - Aviation Conference and Trade Show, Anchorage, AK.
June 5 - 9th Annual AOPA fly-in and Open House, AOPA Headquarters, Frederick Municipal Airport, Maryland
July 16 - 18 - Schafer Meadows Annual Work Session.
July 28 - August 3 - EAA AirVenture Fly-in and Convention, Oshkosh, WI.
August 5 - 8 - MAAA Fly-in, Pogreba Field, Three Forks.
August 6 - 8 - Sixth Annual Splash In - Fly In, Stillwater Landing.
September 17 - 19 - Mountain Search Pilot Clinic, Kalispell.
October 21 - 23 - AOPA Expo '99, Atlantic City, NJ.

CAP Visits

Representatives from Civil Air Patrol (CAP) will be visiting each high school in Yellowstone County during the week of March 8-12 in order to promote the CAP cadet program. The CAP representatives will also try to visit some of the area's middle schools at that time. The CAP cadet program is open to any young person who is a student in good standing, who is at least in the sixth grade or is from 12 to 18 years of age. Teachers are also encouraged to attend the CAP presentations to find out about aerospace education membership in CAP. Interested individuals can call the CAP state headquarters at Malmstrom AFB in Great Falls at 888-454-3287 for more information about CAP's aerospace education and cadet programs.

CAP will be hosting an open house at their regular squadron meeting on Thursday, March 11, from 7:00-9:00 pm at the National Guard Armory in Billings at 899 Parkway Lane. All teachers, students, and their parents are welcome to attend. For those who can not attend the open house listen to KBLG Radio, 910 on the AM dial, at 8:30am March 8. CAP is the officially recognized all volunteer civilian Auxiliary of the USAF.

In Memory of Richard D. Baldwin

Richard D. Baldwin, 80, a retired Army lieutenant colonel who flew B-17s during World War II and helicopters and observation aircraft during the Korean War, died on Jan. 13, of natural causes at his home in Helena. Lt. Col. Baldwin, known to his friends as Dick, retired in 1967 after more than 27 years in the Army. He was born to Earl J. and Alta Z. Baldwin in Chewelah, Wash., on November 14, 1918. He joined the Army in 1942, graduated from Army Air Corps pilot training as a second lieutenant in August 1944, and flew B-17s and transport aircraft during the remainder of World War II. After the war, he left active service and, on October 12, 1949, married Virginia L. Taylor in Lewistown, Idaho.

At the start of the Korean War, Dick Baldwin re-entered active Army services and flew helicopters and observation aircraft during that conflict. Upon his return to the United States, he served as pilot and aide to Maj. Gen. Wayne Smith, then Commanding General of the 11th Airborne Division at Ft. Campbell, Ky. From 1955 to 1957, he served as Aviation Advisor to the government of the Philippines, returning to the United States to serve for several years as an aviation officer with the 11th Airborne Division at Ft. Campbell. In 1960, during the Berlin Wall crisis, he became commanding officer of an aviation detachment that patrolled the East German border known as the "Fulda Gap." He subsequently served as Air Operations Officer of U. S. Army Europe in Heidelberg, Germany. In that capacity, he once flew President Johnson on a helicopter tour of NATO's Swedish and Norwegian operations. Upon returning to the United States in August 1964, he became Army Aviation Advisor to the Montana National Guard in Helena. He retired from the Army in 1967.

After leaving the Army, he was employed as Chief Pilot of the Montana Aeronautics Division, serving as pilot to Governors Bobcock, Anderson and Judge. He retired from State service in 1978.

Dick enjoyed hunting, fishing, horse-back pack trips into "the Bob" and working around his ranch in the Helena Valley. He was a member of the Helena Trail Riders and the Shriners Mounted Patrol for many years and was a 44-year member of Masonic Lodge #946 in Fort Campbell.

He is survived by his wife of 49 years, Virginia T. Baldwin, a resident at Townsend Personal Care; his daughter, Kay Baldwin of Washington, D.C.; his son, Dave and grandson Weston of Helena; and two sisters, Hope Meyer of Chewelah, and Shirley Walton of Hot Springs, Ark.

Challenge Education with Aviation Montana Aviation Education Conference for Teachers

Plans are shaping up for the annual teacher's aviation workshop to be held in conjunction with the Montana Aviation Conference this February in Butte.

The keynote speaker will be NASA's Aerospace Education Specialist, Dr. Norman Poff. Dr. Poff has taught aeronautics, computer science, economics, math, physics and life and physical science. A lifelong aviation buff, Dr. Poff's 6000 plus item collection of aviation books, magazines and artifacts dating from the 1920's are in the Virginia Museum of Aviation. Dr. Poff is a pilot with pilot in command time in 28 aircraft types and he is a flight instructor. Dr. Poff is looking forward to giving an interactive hands on program to Montana teachers.

The teacher aviation workshop schedule is:

Friday, February 26

0730-0800	Registration
0800-1015	Exploring Aeronautics, Dr. Poff
1030-1120	Aviation Basics, Kaye Ebelt
1130-1245	Luncheon, visit exhibit booths
1300-1500	Aviation Careers Panel
1510-1555	X33 Space Program, Lt. Col. Chris Milodragovich
1605-1650	Why things fly? - Chuck Manning

Saturday, February 27

0800-1100	Preflight, simulator and flight, Jeanne Lesnik and Kaye Ebelt and Len Wheeler
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Please spread the word of this aviation education opportunity to your favorite teacher. 13 Teacher renewal credits have been approved through the Professional Development Inservice (Office of Public Instruction). The workshop fee is \$20.00 and includes Friday and Saturday's lunch.

For further information contact: Jeanne Lesnik at Montana Aeronautics at (406) 444-2506. Email: jlesnik@state.mt.us.



Association of Montana Aerial Applicators Meet



The Association of Montana Aerial Applicators (AMAA) met in January at the Heritage Inn at Great Falls for its annual meeting. The meeting is held following the Montana agricultural Business Association's Annual Convention. Linda Blain was honored for an outstanding job as 1999 Convention Chairman by Mike Biggerstaff.



The meeting concluded with an evening banquet. The gavel was passed to Linda Blain President for the upcoming year. Congratulations to AMAA and all involved for putting on a very educational and successful conference.



Neil Usery, President of the National Aerial Applicators Association speaks to attendees during the conference. Members of the Montana Aviation Trades Association joined in as aerial applicators received their recertification credits. In addition attendees were presented the PAASS (Professional Aerial Applicators Safety Seminar) by Dr. Jerald Cockrell.



Pauline J. Atkinson of Roundup, MT was awarded the AMAA scholarship at the three day conference of MATA and AMAA in Great Falls, MT on January 26,1999. Pauline is employed at Moore Quality Flying in Roundup MT and just recently achieved her Private Pilot License. Pauline also has a tailwheel endorsement.

According to Pauline working for a spray business has opened the door for her dreams to work as a commercial pilot. Pauline's ambitions are working toward a commercial pilot license, an instrument certificate and flight instructor rating, she is also studying to get her Commercial Drivers license with a HAZMAT endorsement so that she'll be able to drive the nurse truck for the 1999 spraying season.

Pauline says that receiving her pilot license was a great personal accomplishment for her as she is the only pilot, male or female in her entire family.

Congratulations, Pauline!



DUBLIN GULCH

“Dublin Gulch” is Butte’s own Irish folk trio. They specialize in Irish folk songs and Celtic tunes and take their name from one of Butte’s many neighborhoods populated by expatriate Irish miners and their families.

The band draws many of their songs from the stores of material that re-emerged during the folk music revival of the late ‘50s and early ‘60s. They also perform songs by a variety of contemporary Irish songwriters and tunes from the Celtic traditions. Many of their songs lend themselves nicely to “painless” singing-along, and the group encourages audience participation.

The current personnel have been playing together since St. Patrick’s Day 1993. Kevin McGreevy plays mandolin, bouzouki and hammered dulcimer, and sings; Mick Cavanaugh plays guitar and tin whistle and sings; and Tom Powers sings and plays the bodhran, a traditional goat-skinned Irish drum.

Dublin Gulch will perform Friday evening at the Montana Aviation Conference, February 26. An Irish buffet and green beer will be served while you enjoy the entertainment. Tickets are \$10 each. Make plans to attend and celebrate St. Patrick’s Day a bit early. Wear your GREEN!



Butte: A Great City with a Colorful Past 🍀

I feel sorry for people who’ve never seen Butte. But I feel even more sorry for those who never saw her when she was so busy being Butte she never found time to worry about the world outside.

As long as there were unions, enough Democrats around to keep the country safe from Republicans and as long as Christmas lights burned on the hill and there was enough steam to let the mines whistle in a New Year, old Butte couldn’t care less.

I make my first pilgrimage to what Laurel’s Sonny O’Day, one of Butte’s more colorful transplants, call the Sacred City in 1944.

Having read “Copper Camp,” which came close to becoming a best-seller, I knew a little bit of the place they called the richest hill on earth.

I knew about Dublin Gulch, the Centerville ghost, Mary MacLane and the propensity of Butte voters to make blindness a qualification for elections justice of the peace. I reveled in the tales of industrial and political strife which later became a literary amalgam known as the wars of the copper kings.

All this I knew before the night I first came to Butte and saw the lights of the city far ahead and far below as the road wound down from the mountains.

I thrilled to seeing Butte then as I do now, since in my mind the city of yesterday—the place that Butte was—still lives in that glittering blanket of light which hides the changes which have come since my first time there.

That was when the streets and sidewalks were as crowded at night as they were at high noon. There were bars and restaurants in Butte which never closed and the gambling there was strictly traditional—against the law but strictly traditional—by which I mean slot machines, punch boards, pull tabs, daily baseball pools and none of the effete electronic foolishness which today replaces the red-blood way by which Lady Luck was once courted.

And there was Columbia Gardens. The Gardens were for the kids, for the families, for anyone in fact who needed a break from life in any or all of Butte’s fast lanes, including Mercury Street.

For someone who never lived there. I’m lucky. I’ve attended Butte wakes, funerals, christenings, graduations, weddings (including my own) and anniversaries. I’ve survived at least a dozen July 4 parades, one union picnic (at the Gardens where I rode the cowboy swings and the roller coaster) and I’ve spent Christmas, New Year’s Eve, Thanksgiving, Easter and Memorial Day there. I’m sorry I was never there for St. Patrick’s Day while it

was still being celebrated properly, but on the brighter I wasn’t in Butte for any of Roosevelt’s several elections either.

I learned long ago that Butte’s school windows were boarded up over summer because of the once God-given right of all Butte kids to break them when and if possible.

I have been to the bottom to the Berkeley Pit, the “visitors level” at the Leonard mine and toured the high-ceilinged operating level of the Kelly shaft. Meaderville’s gone now but I well remember when it lived in such people as the Savoy Club’s George Cladis and at such places as the Rocky Mountain Café. I know what it was like to spend time on the Sixth Floor and I still think of Chinese restaurants as noodle parlors, thanks to people in Butte who called potatoes “spuds” and cigarettes “cigs”.

I think of Butte today and I think of the sound and feel of silver dollars and how every third drink was on the house and I remember men who touched their hats as they passed a church or met a priest on the street.

To the more practical, I guess Butte’s a place in Montana. To those with a touch of sentiment it’s a place in time. But because I fell in love with Butte that night long ago, to me she is and will always be a place in my heart.

Anna Nelson Barrett Goes West

Ann Barrett, 89 of Cascade passed away January 10. She was born in Dows, Iowa and moved to Valier in 1912 where she graduated from high school.

Ann's father came to this country as an emigrant from Sweden, going through Ellis Island. She worked in the bank in the town of Williams which no longer exists but was located some 6 or 8 miles southeast of Valier. At the time the town supported a bank, grocery stores, bars, hotels, and several grain elevators.

When the war started she worked in the shipyards in Portland. Upon returning to Montana Ann worked in Great Falls for Palmer Springs Flying Service, and later became part owner.

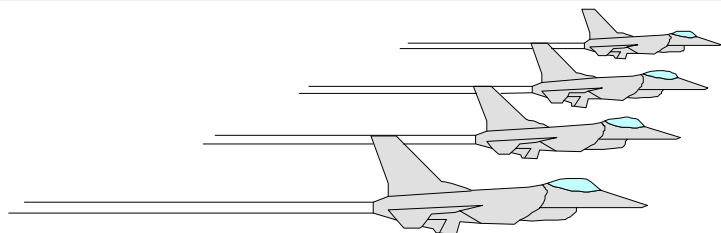
Ann was an accomplished bowler and competed in several tournaments. She was an avid bridge player and continued to play until her eyesight started to fail.

Ann married Tuck in 1959 and moved to Cascade. Adjusting to ranch life she took to deer hunting. She became a crack rifle shot and was proud to have only head and neck kills. Her proudest year was when she bagged a four point white tail buck.

She loved cats and dogs. It wasn't unusual for Ann to be caring for 20 or 30 outside cats. Poodles were Ann's pride and joy. Each one was family.

She was a member of the ladies drill team of Veterans of Foreign Wars and participated in several parades, including marching in a national convention parade in Chicago in 1950. She was a member of the "Daughters of the Nile" and at one time was chairperson of the sewing committee making clothes, dolls, blankets and different things for the crippled children of the Shriner's Hospital in Spokane.

Surviving are her husband; step-daughter, Marjorie Johnson of Belgrade; a sister, Dorthey Chausse of Valier; two step-grandchildren and two step-great-grandchildren.



NATA SEES IMPROVEMENT IN REVISED PROGRAM

The National Air Transportation Association (NATA) is encouraged by the Federal Aviation Administration's (FAA's) "streamlined administrative enforcement process" announced yesterday by Administrator Jane Garvey.

The announcement comes following strong industry opposition to the Agency's effort this summer for a streamlined enforcement process dubbed the "FAA ticket program." According to the FAA, the new program will give inspectors a more efficient administrative method for addressing violations that do not compromise safety and do not warrant more serious legal enforcement action. The revised program eliminates the on-the-spot issuance of the warning notice; instead, information is mailed to an alleged violator who is given seven days to provide additional information.

In July, NATA articulated a series of concerns on the possible repercussions of FAA inspectors issuing tickets for violations on the spot. The Association also opposed the absence of an appeal process once a ticket was issued under the previously announced program. Furthermore, should the recipient refuse to accept the ticket, the agent may decide to pursue enforcement action leading to certificate suspension or revocation.

MONTANA AVIATION CONFERENCE - FEBRUARY 25 - 27, 1999

Mail to:
Montana Aeronautics Division
P.O. Box 5178
Helena, MT 59604-5178

PLEASE TYPE OR PRINT

NAMES OF PARTICIPANT(S) (for name tags) _____

ADDRESS & PHONE _____

Your Organization Affiliation:
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MPA____ MATA____ MFF____
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EAA____ AMAA____ CAP____
MSPA____ OTHER_____

PLEASE MAKE THE FOLLOWING RESERVATIONS

NOTE: Meals tickets must be purchased 48 hours in advance.

TAKEOFF TO LANDING PACKAGE
(INCLUDES REGS. & ALL MEALS)

_____ @ \$80/PERSON \$ _____
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-OR- REG. FEE _____ @ \$35/PERSON \$ _____
_____ @ \$45/FAMILY \$ _____
Thursday Luncheon _____ @ \$10 \$ _____
Friday Luncheon _____ @ FREE \$ _____

MAKE CHECKS PAYABLE TO:
MONTANA AERONAUTICS DIVISION

Friday Irish Dinner/Music _____ @ \$10 \$ _____
Saturday Luncheon _____ @ \$10 \$ _____
Saturday Banquet _____ @ \$20 \$ _____

TOTAL: \$ _____

AERONAUTICS MECHANICS SEMINAR

The Montana Aeronautics Division is pleased to announce the 1999 Mechanics Seminar/IA renewal will once again be held in conjunction with this year's Montana Aviation Conference.

The dates for the conference are February 25-27, 1999. The Mechanics Seminar will be held on Friday February 26 and continue through Saturday February 27.

We will once again be offering six hours of training on Friday and a full eight hours of training on Saturday. This worked out well for those mechanics only wanting to attend on Saturday but still needing the training to update their IA for renewal.

Training on Saturday will feature two hours of FAA Regulations and Policy, and also Part 66 transition, that will qualify participating mechanics for the **PHASE I** Bronze FAA Aviation Maintenance Technician Award, as well as recertification for IA. Those mechanics choosing to attend the entire seminar will be eligible for the **PHASE II** Silver Award.

There will be no charge for attending the Aviation Maintenance training. Those of you wishing to attend concurrent sessions

associated with the Aviation Conference will need to pay the Conference Registration fee.

TENTATIVE SPEAKERS:

Jim Lonsdale Sr. - Pratt & Whitney Canada

John Brant - Phillips 66

Scott Hofacker - Gage Products Co.

Paul Yedinak - Aircraft Finishing Systems

Tim Roehl - General Aviation Modification Inc.

Larry Fleming - Velcon Filters

Loren Lemen - Teledyne Continental Motors

Jim Van Glider - Corrosion Technologies Corp.

Mitch Steinberg - Rocky Mountain Avionics

Craig Zirzow - Aircraft Technical Publishers

Marcia Ullal - Royal Lubricants Inc.

Tim Reil - GAMI

Steve Reindel - Hartzell Propeller Co.

Steve Jones & Staff - Helena FSDO

Make plans now to attend, to discuss and learn the latest in aircraft maintenance.

Twenty nine hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,123. This includes \$120 for production, \$783 for postage and \$220 for printing.

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