

AVIATION TECHNOLOGY ADVISORY COUNCIL

Meeting Notes

Airport Campus, Lecture Hall, 1:00pm, 10-30-19



ATTENDEES:

- | | |
|--|--|
| <input type="checkbox"/> Richard Gibbs, AvMax Group | <input checked="" type="checkbox"/> Sandra Bauman, Associate Dean |
| <input checked="" type="checkbox"/> Jerry Gresens, Helena Aircraft | <input checked="" type="checkbox"/> Tammy Burke, Trades Division Chair |
| <input type="checkbox"/> Jessica Hays, Boeing Company | <input checked="" type="checkbox"/> Tod Dumas, Instructor |
| <input type="checkbox"/> Karl Krueger, Reach Air Medical | <input checked="" type="checkbox"/> Bridget Guerin, Administrative Associate |
| <input checked="" type="checkbox"/> Gerald Nielsen, Neptune Aviation | <input checked="" type="checkbox"/> Angela King, Career Connections Coordinator |
| <input type="checkbox"/> Dan Norhton, Exec Air Montana | <input checked="" type="checkbox"/> Mary Lannert, Director of Continuing Education |
| <input type="checkbox"/> Donald Orcutt, Aircraft Magneto Service | <input type="checkbox"/> Daniel Tripplehorn, Adjunct Instructor |
| <input checked="" type="checkbox"/> Greg Reeves, Exec Air Montana | <input checked="" type="checkbox"/> Laura Vosejpk, Dean |
| <input checked="" type="checkbox"/> Brent Vetter, Vetter Aviation | <input checked="" type="checkbox"/> Wes Walker, Instructor |
| <input type="checkbox"/> | <input type="checkbox"/> |

1. Introduction & Greetings
 - a. Catered BBQ Lunch
2. Curriculum & Instruction
 - a. Advise on Labor Market Needs & Trends
 - i. Mechanics shortage due to retirement.
 1. Businesses need employees – average age is 55-60 years old
 2. HC will be having a Spring Job Fair; students will have their resume' ready and in-hand.
 - ii. Avionics Techs are needed; "airplanes are flying computers".
 1. Avionic mechanics would travel throughout the world in-need.
 2. FAA doesn't have requirements for avionics.
 - iii. Neptune works with military standards and trains employees.
 1. More businesses are going to start training in-house so that their employees are specialized to their business.
 - iv. Businesses will recommend a person a "repairman" to the FAA – the "award" does not move with the employee, but it'll stay with the business and then be returned to the FAA.
 - v. Millennials have a different work ethic – they want control.
 1. Aviation is very black and white – follow the directions to the point.

2. No ramifications for mistakes or tardiness.
 - a. Suggestions of a time card for checking in and out of class and be ready to work AT the time class starts.
 - i. Not a necessity to do always, but for a few weeks at a time to help motivate the students.
 - b. Techs should have a manual with them at all times, and they should know where to find the information in the manual.
3. Program Review
 - a. Assess, Recommend, and/or Provide Equipment & Facilities
 - i. Obtain PT6 Trainers
 1. Non-run-able training engines needed
 2. Possibly look for aircraft through the government auction with PT6 in them
 - b. Assist in Short and Long-Term Planning for Program Improvement
 - i. Currently HC has 15 first year students and 6 2nd year students
 1. The economy changes the number of students each year.
 - ii. The program needs more composites and electrical, and less material and wood.
 - iii. Avionics mechanics could travel throughout the world.
 1. A&P could have an additional certificate for Avionics.
 - a. FAA doesn't have requirements for avionics.
 2. Karl Krueger would be a good instructor for this specialized area.
 3. Air Force Avionics Tech Program would be a great for HC.
4. Resources
 - a. Provide Input on Budget, Facilities, and Equipment Needs