

MONTANA PILOTS ASSOCIATION
INCORPORATED



P. O. BOX 4311 – HELENA, MONTANA 59604-4311
www.montanapilots.org

Minutes

**MPA General Membership Meeting
Saturday, March 7, 2009
Billings – Holiday Inn, The Grand**

Roll Call:

1. Russ Dahl, President
2. Geanette Cebulski, Secretary/Treasurer
3. Bobbi Powers, Eastern Vice-President
4. Wade Cebulski, Western Vice-President
5. Tim Robertson, Eastern Director
6. Chuck Jarecki, Western Director
7. Dale Chamberlain, Central MT President
8. Fred Lark, Central MT Hangar
9. Jim Lewis, Central MT Hangar
10. Steve Rossiter, Five Valleys President
11. Jim Younkin, 5-Valleys Hangar V.Pres.
12. Don Misevk, 5-Valleys Hangar
13. Jack Gillespie, 5-Valleys
14. Jim Pierce, Flathead President
15. Chuck Manning, Flathead Hangar
16. Zach Anderson, Flathead Hangar
17. Robert Shropshire, Gallatin Valley President
18. Anne Millbrooke, Gallatin Valley Sec/Treas.
19. Jon Hudson, Gallatin Valley Hangar
20. JC Kantorowicz, Great Falls Hangar
21. Dan Prill, Great Falls Hangar
22. Larry Ashcraft, Mission Valley Hangar
23. Roger Lincoln, North Central Hangar
24. Denzel Davis, Southwest President
25. Alan Eliason, Southwest Hangar
26. Mike Naegele, Vigilante Hangar President
27. Jerry Cain, Lincoln – Vigilante Hangar
28. Bill Gallea, Vigilante Hangar
29. Bob Hollister, Vigilante Hangar
30. Bob Frank-Plumlee, Vigilante
31. Karen Frank-Plumlee, Vigilante
32. Bill Burkland, Vigilante
33. Mike Ferguson, Vigilante
34. Bailey Egan, Colstrip
35. Lonnie Leslie, Miles City

Meeting was brought to order at 8:10 a.m. by President, Russ Dahl

Minutes - Steve Rossiter moved to accept the Minutes of the 2008 MPA Annual Membership Meeting as published.
Motion Approved.

REPORTS: *(Please submit all reports in writing to the MPA secretary to be included in the Minutes or newsletter/website.)*

Treasurer's Report/Annual Audit Report: The Annual Audit has not been performed for 2008. It should be available at the next Board Meeting.

Fund Balances as of 12/31/08:

General Fund	\$13,987.42
Jr. Pilot Scholarship Fund	6,835.60
Recreational Airstrip Fund	11,261.80
War Chest	10,000.00
Safety &/or Hangar Funds	210.61
Cash	128.06

Standing committees & Appointments:

- AOM Report– Wade reported that the 2010 MT Aviation Conference will be held in Missoula and 2011 will be up for bids at the next AOM meeting in April.

- Membership Report – Geanette reported approximately 550 memberships to date for the 2009 year. Last year at this time she had 562. The drawing for the Membership Sweepstakes Prize a Artex 406 ELT will be held during the lunch in the display area. (Winner was Ken Morton, Gallatin Valley Hangar)
- Website Report – Willie Stone emailed a report that he has researched advertising on the website and has information for the board which we will present at the next board meeting. Willie encourages Hangars to provide material for updates on the website. Members always enjoy reading about what other Hangars are up to and seeing what is going on. Report attached.
- Recreational Airstrips – Chuck Jarecki updated us on the Missouri Breaks Airstrips and encouraged pilots to use the strips. The Missouri Breaks airstrips will be added to the Federal Sectional Charts. Dan Prill reported on the progress of the Russian Flat airstrip. The project was held up for 6 weeks following the discovery of an old foundation at the site. That situation has since been resolved. Tim Robertson, President of Century Paving has been donating a lot of time and effort on the project. Morrison-Mairle engineering company has donated time for the drawings.
- Ranger Raffle Committee – Wade reported total raffle ticket receipts to date of \$20,000 plus. We will continue to sell tickets until the drawing at the banquet this evening. (The winner was Steve Richardson, an MPA member at-large from Canton, MI)
- Awards & Scholarships – Scholarship recipients were awarded their plaques at the Friday Awards Luncheon. Junior Pilot Scholarship recipient is Katie George from Bridger and she was present to accept her award and check for \$750. The Flight Training Scholarship went to Lacey Eklund, a student at Rocky Mountain College. She was not able to attend.
- Seaplane Committee – Larry Ashcraft reported that Poison is listed on the Federal Charts.
- Conference Committee – Bobbi Powers reported on conference activities. The Hospitality Area was set up by the South Central Hangar at the Rocky Mountain College Hangar during the tour of their training fleet. The firm of Robert Peccia & Associates sponsored the refreshments with a check for \$500. The Southwest Hangar and Miles City Hangar also donated funds. Transportation was provided from the hotel and back.

Hangar Reports:

1. Central Montana – Dale Chamberlain reported.
2. Colstrip – Inactive
3. Five Valleys – Steve Rossiter reported.
4. Flathead – Chuck Manning, Past-President reported and introduced new President, Jim Pierce
5. Gallatin Valley – Jon Hudson, Past-President reported.
6. Glacier –
7. Glendive –
8. Great Falls – JC Kantorowicz, Past-President reported
9. Miles City –
10. Mission Valley –
11. North Central – Roger Lincoln reported.
12. Roundup – Inactive
13. Sanders Co. –
14. South Central – Bobbi Powers reported. The S.C. Hanger has continued to join the EAA the first Friday each month. It has worked very well for our hanger and appreciate the EAA allowing us to join in for food and fun.
15. Southwest – Denzel Davis reported that the Hangar is considering splitting into two separate Hangars.
16. Valley – Russ Dahl reported Valley Hangar meets the second Wednesday of the month at the Glasgow airport terminal at 6 PM. The Hangar has purchased the windows and beams for the pilot shelter to be built at Fort Peck (37S) Construction is planned to start this spring. The February meeting was not held because of weather, so we have not completed a grant request for RAC monies for the Fort Peck shelter or the Glasgow gazebo. We hope to submit the request in the near future. The Valley Hangar will be hosting the Frank Bass Fathers Day Fly In on June 21st at Fort Peck (37S) We also plan a work/camping session this summer for the Missouri River Breaks airstrips. If the weather and ice conditions permit, we will again hold an ice fly in on Fort Peck Lake sometime the month of March.
17. Vigilante – Mike Naegele reported.

Old Business:

New Business:

- ❖ Commercial Pilot Permits for Meadow Cr., Schafer Meadows and Spotted Bear Airstrips. Chuck Manning reported on the meeting held Saturday, February 21 in Kalispell with Deb Mucklow and Hans Castren. The

meeting was attended by 18 local pilots and interested persons. After much discussion, the following motion was made. **Chuck Jarecki moved to that the MPA would send a letter to Deb Mucklow requesting further delay in any decision made by the Forest Service in regards to a Special Use Permit system for commercial pilots landing at the Spotted Bear Ranger District airstrips which are Schafer Meadows, Meadow Creek and Spotted Bear. The MPA requests that the information include the actual handbook and reference material which documents where these permits are required. The MPA requests a road count on Schafer Meadows. The MPA wants assurances that if the permit system goes into effect, will the 550 landings per year restriction remain in effect. If the commercial use rises, will commercial use be cut back to allow a percentage of the 550 landings to be used by general aviation pilots or will the allowed number of landings be increased.. The letter will be reviewed by email to the Executive officers and Chuck Manning. Motion approved.** Letter attached.

- ❖ Customs Requirements for Border Crossings – Chuck Jarecki reported on the confusion caused by the new requirements. He attended the concurrent session presented by Bob Gadsby, DHS Customs and Border Protection. Letter Attached.
- ❖ Fred Lark reported sales of Spot locaters and that a percentage will be contributed to MPA Safety Fund. He also spoke about the stimulus package to be allotted to aviation in Montana. He would like MPA to make a formal request for funds to be allotted to aviation in Montana. Lark also stated some Aeronautics Board members have expressed disappointment there isn't more communications of aviation issues between the Aeronautics Division and Board members. Another item of disappointment was no recognition of Board members in attendance at the Montana Aviation Conference, nor any Update information for attendees on Aeronautics Division activities and successful projects especially the rewarding of Loans and Grants that were distributed in January 2009.
- ❖ JC Kantorwicz spoke about renewing interest in MPA Hangars by rotating officers on a regular basis. He feels that there needs to be more separation between RAF and MPA Airstrip Committee.

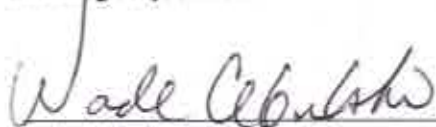
Presentation of Awards: Hangar of the Year Award was presented to the Central Montana Hangar. Dale Chamberlain, Fred Lark, Pete Smith and Tim Robertson were available to receive the award. The President's Award was presented to Geanette Cebulski for her efforts in organizing a separate 501(c)(3) supporting organization for MPA charitable activities. Other awards to be presented later today will be the Spark Plug Award to be presented to Tracy O'Connor from Poplar and the Bill Matthews Award to be presented to Max Murphy from the MT Aeronautics Division.

Nominations and Election of Officers: **Lannie Hanson of the Nominations Committee recommended the following officers.** Mike Naegele moved to nominate the slate of officers. No other nominations were received from the floor. All officers were nominated and elected unanimously. Wade Cebulski presented Russ Dahl with the MPA's sapphire Past President's Pin.

- Wade Cebulski, President (1 year term)
- Bobbi Powers, Eastern Vice-President (1 yr.)
- Steve Rossiter, Western Vice-President (1 yr.)
- Jon Hudson, Treasurer (1 year term)
- Tim Robertson, Eastern Director (2 yr. Term)
- Geanette Cebulski, appointed Secretary

Next Meeting Date: April 25th, 11:30 a.m., MT Aeronautics Building, Helena Airport (following AOM Meeting)

Meeting Adjourned:


Wade Cebulski, President


Geanette Cebulski, Secretary



Montana Pilots Assoc.-Geanette Cebulski, Sec.

From: "Will Stene" <will@steneaviation.com>
To: "Montana Pilots Assoc.-Geanette Cebulski, Sec." <mpasecretary@blackfoot.net>
Sent: Friday, March 06, 2009 7:56 PM
Subject: Web Update

Geanette,

I apologize I'm unable to attend. We were planning on being there as we have a lot of immediate family that live in Laurel & Joliet and it's my sisters birthday on Sunday who lives in Laurel. Anyway the only benefit I've gotten out of this deal is 10 fewer pounds and the opportunity to place the ole belt one notch further down.

Website Information:

I looked into advertising on the website and I think it is a possibility however I would need to outline some definite guidelines. Prior to placing the cart before the horse here is some background on what other organizations are doing. I talked with Rob Duncan who hosts and is a webmaster for other organizational websites (Idaho, Utah, etc.) and currently these organizations only implement classifieds for association members. They are doing this as a service for their members rather than a revenue generator. With regards to banner ads, etc. they are not actively pursuing these options currently with an absolute answer of why being unknown. However the speculation is a combination of additional resources to sell ads and managing them on the website being some primary factors as to why they are not currently implemented. On the other hand there are other organizations that do actively support and sell banner ads being: supercub.org and cessna170.org. They both have totally separate payment schedules, costs, etc... I would not recommend the payment method as used by cessna170.org but supercub.org. The cost for a supercub.org banner ad is approximately \$120 a month however they receive a fair more traffic than the MT pilots association website. I would conservatively say they receive \$15k+ a year in advertising revenue. The nice thing is that they are stringent on the requirement from an advertiser on what the banner ad physical size and file size can be.

Overall if we implement the same sort of structure (strict on banner ad physical and file size, simple payment plan, i.e. quarterly, etc.) I think it would be worthwhile for MT Pilots Association to dive into this further. If we outline some firm guidelines for advertisers the management side from a webmaster point of view should be reasonable. I would like to discuss this further face-to-face with the board during the next board meeting to work out some possibilities here. I apologize for not being able to make it this time but will surely plan on being at the next board meeting.

Finalizing on some website stats:

Visitors:

- Dec. 1081
- Jan. 1438
- Feb. 1361
- Mar. 361 to 3/6/2009

Overall I would continue to encourage hangars to provide material for updates to the website. Members always enjoy reading about what other hangars are up to and seeing what is going on.

Thanks

Will Stene
Engineer
Stene Aviation, Inc.
470 Regatta Rd.
Polson, MT 59860
Phone: (406)883-6244
Phone: (800)597-1911
Fax: (406)883-2389

MONTANA PILOTS' ASSOCIATION



P.O. Box 1178
Seeley Lake, MT 59868

March 9, 2009

Deb Mucklow, District Ranger
Spotted Bear Ranger District, USFS
P.O. Box 190340
Hungry Horse, MT 59919

Subject: Special Use Permits for Commercial Flights

Dear Deb:

The members of the Montana Pilots Association (MPA) attending the recent Montana Aviation Conference researched and discussed at length the proposal to require Special Use Permits for commercial flights into Spotted Bear, Meadow Creek and Schafer Meadows Airstrips. As near as MPA can find out, no U.S. National Forest is requiring what you propose.

Inquiries made to the Tongass National Forest (Bill Tremblay, Petersberg, AK, 907-772-5877) determined that no Special Use Permits are required for commercial flights that are point to point. This means that the charter flight operator has no commercial ties to the business providing services to the client at the destination in the Forest. If the charter service is financially connected to the advanced service provider, the Special Use permit is required.

An inquiry made to an aircraft charter operator in Yakutat, AK (Les Hartley, Alsek Air Service, 907-784-3231) revealed that he needs no Special Use permit to land at Forest Service strips, only an annual permit and fee to land on National Park lands.

An inquiry to Alaska Air Taxi in Anchorage (Scott Anderson, 907-243-3944) found that no Special Use Permit is required for their operation on Forest Service airstrips.

The MPA has been unable to find any air charter operator in Idaho that is required to have a Special Use permit to use public Forest Service airstrips.

The MPA has several concerns:

- 1) Will the number of Special Use permits issued by the Spotted Bear Ranger District be restricted or unrestricted? If they are restricted, this will put a monetary value on the permits.
- 2) Will the present percentage of total landings that are commercial landings at Schafer Meadows remain the same?
- 3) How will you enforce a Special Use permit requirement for the casual commercial user that makes only a couple of landings each year.

- 4) If another Ranger District later institutes Special Use Permit requirements, will an air charter service that operates in two districts then have to apply for a second permit?
- 5) How do you propose to address the applications of new Special Permit applications?
- 6) What is the anticipated revenue generated from the fees and what is the cost of administration?
- 7) What is driving this proposal when no other National Forest has Special Use requirements imposed upon air charter operations?
- 8) What happens when a plane with a company logo not flying for hire lands and is asked by Forest Service employees for evidence of its Special Use Permit?

The MPA has learned that you have already sent out Special Use permit applications before the end of the public comment period. Is this a proper procedure when you are still receiving public input?

The principle concern of the MPA is that once Special Use Permits are issued, the commercial permits will "drive" the use percentages at Schafer since there is a revenue stream involved. Thus, non-commercial recreational use will be curtailed due to the LAC cap on total annual operations.

The MPA request that instead of relying solely on the use of FS personal to count the aircraft operations, a traffic counter be placed across the runway at Schafer.

The MPA requests that this Special Use permit proposal be put on hold until there can be proper input from the aviation community throughout the West. Furthermore, MPA request that the questions raised above be answered.

Sincerely,

Wade Cebulski, President, MPA
Cell Phone: 406-544-6713

Cc: Chuck Manning
Debbie Alke

28517 Rocky Point Road
Polson, MT 59860

Email: skywagon@centurytel.net
Phone: 406-883-2248

March 15, 2009

Bob Gadsby
U.S. Customs and Border Protection
1600 Airport Drive
Great Falls, MT 59404

Dear Bob:

This letter is a follow-up to our conversation following your presentation March 6, 2009, at the Montana Aviation Conference.

As a way of personal introduction, I have held a pilots license since 1961 and have over 5000 hours of flying experience throughout the United States, Canada, Mexico and Central America. I fly a Cessna 180 on wheels and a Cessna 185 on floats. This letter pertains to my future floatplane border crossings from Canada to the United States and the associated requirement of using electronic means of CBP notification.

During our conversation I brought up the following:

- 1) A float plane on the water is considered a marine vessel and must abide by U.S. Coast Guard regulations. You agreed with that statement.
- 2) There are several border crossing points where U.S. Customs is located on a body of water that extends into both Canada and the United States. (See attached partial list).
- 3) It will be extremely difficult for a float plane pilot to have internet access.
- 4) If the pilot's email address is the one entered into the eAPIS registration, all communication from CBP would be sent to that address, not the one the pilot may be using in Canada. If the pilot uses a third party in the U.S., that person may not be available when needed.
- 5) Seaplane pilots often carry a cell phone and/or a satellite phone and could more than likely make contact with the CBP agent at the chosen Port of Entry to provide advance notice of arrival, arrival as a pleasure boat, not an aircraft.
- 6) The principle concern of CBP with airplanes is their ability to reach some distance into the U.S. before being examined by CBP, whereas vehicles and boats are detained at or near the border and can be easily turned back.

With the above points in mind, I pose the following solution: Since a float plane is legally recognized as a vessel when on the water and pleasure vessels are not presently required to provide advance electronic notification, therefore a float plane crossing the U.S./Canadian border while on the water should not be required to provide advance electronic notification.

The floatplane would land on the Canadian side of the international border, water taxi across the boundary line and go directly to the designated U.S. Customs, which has already received by telephone the required advanced notice of arrival.

Please respond with any reason why this solution would not be workable.

Chuck Jarecki

CC:

Larry Ashcraft, President, Montana Seaplane Pilots Assoc.
Bob Kimble, Vice President, Montana Seaplane Pilots Assoc.
Martin Hale, Past President, Montana Seaplane Pilots Assoc.
John Stene, Stene Aviation/seaplane maintenance
Kevin Psutka, President and CEO, Canadian Owners and Pilots Assoc. (COPA)
Jim McManus, Exec Dir., Seaplane Pilots Assoc. (national org.)
Mike Ferguson, Aircraft Owners and Pilots Assoc. (MT Rep.)
Tom George, Aircraft Owners and Pilots Assoc. (AK Rep.)
Bruce Hinds, President, Washington Seaplane Pilots Assoc.
Aron Faegre, President, Columbia Seaplane Pilots Assoc.
Wade Cebulski, President Montana Pilots Assoc.
Bram Tilroe, Alberta COPA director

Attachment, Bob Gadsby letter, March 16, 2009

Listed below are locations where a navigable body of water spans the U.S./Canadian border, a floatplane can land on Canadian waters and taxi to the U.S. side of the border, U.S. Customs are available at each of these locations.

- 1) Oroville, WA
- 2) Port Hill, ID
- 3) International Falls, MN
- 4) Baudette, MN
- 5) Drummond Island, MI
- 6) Sault Ste. Marie, MI (tentative)