

# MONTANA PILOTS' ASSOCIATION



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

**Board of Directors Meeting**  
**Saturday, January 15, 2011**  
**Helena, MT – Montana Aeronautics Building**

**Opening:** President, Wade Cebulski, brought the meeting to order at 10:30 a.m.

**Announcements:** Lunch served from Subway.

## **Present:**

1. Wade Cebulski, President
2. Jon Hudson, E. Vice-Pres.
3. Steve Rossiter, W. Vice-Pres.
4. Jim Younkin, Treasurer
5. Scott Newpower, E. Director
6. Chuck Jarecki, W. Director
7. Geanette Cebulski, Secretary
8. Alan Eliason – V-Pres. Southwest Hangar
9. Harold Dramstad, Pres. Vigilante Hangar
10. Chuck Flynn, Vigilante Hangar
11. Ron Normandeau, Rec. Airstrips Chairman
12. Willie Duffield, Forsyth-Colstrip
13. Charles Fligel, Southwest Hangar
14. Harvey Hampton, Pres. Great Falls Hangar
15. Mike Ferguson, AOPA, Vigilante
16. Frank Flynn, Sec. Vigilante Hangar
17. Robert Shropshire, Pres. Gallatin Valley Hgr
18. Debbie Alke, MT Aeronautics
19. Mike Naegele, Vigilante Hangar

**Minutes:** MPA Board Meeting Minutes of October 16, 2010 were approved as presented as moved by Chuck Flynn. Motion Carried Unanimously.

**Treasurer's Report:** Chuck Jarecki moved to approve the Treasurer's Report as presented and discussed by Geanette Cebulski, Secretary and Jim Younkin, Treasurer. Motion carried unanimously.

Fund balances as of December 31, 2010:

General Fund Accounts	\$ 11,768.92
Jr. Pilot Fund	6,278.89
Recreational Airstrip Fund	11,490.06
War Chest	9,070.01
Hangar Rebate Fund	215.52
Cash	116.17

## **Standing Committees & Appointments:**

- **AOM-** Wade – No action since last meeting
- **AOPA -** Mike Ferguson – Costello letter, IA renewals
- **MT Aeronautics Board** – loans & grants next week
- **Membership** – Geanette reported 844 renewals mailed out Dec 1<sup>st</sup> from Insty-Prints in Butte for a cost of \$675. for printing, postage and preparation. There are a total of 726 members for 2010 and 2011 at this time, with 446 of them paid up for 2011. Membership cards were mailed out again this year with the member's email address and password printed so that it would be easier for members to log on to the website.
- **Website** - Willie Stene- report attached – *Chuck Jarecki moved to accept Willie's proposal to pay him \$900/yr (\$75./mo) and allot \$700 for website upgrades. Motion Carried Unanimously.*
- **Legislative** – Debbie Alke briefed on proposed bill (LC-945) to eliminate two DOT Councils and the Aeronautics Board.

- **Recreational Airstrips** – Ron Normandeau discussed work party scheduling – Jarecki discussed sign in boxes at MO breaks and listings on sectional charts.
- **Seaplane Committee** – No report
- **Conference Committee**–Chuck Flynn - Vigilante hangar announced the theme; Cromwell Dixon; discussed speakers. Reminder to Hangars of donations requested for Hospitality event.
- **Nominations Committee**- Chuck Flynn will pursue nominations for board positions.

**Old Business:**

- **Proposed Powder River MOA Expansion** – Wade attended meeting in Sept and Dec; read his letter to military which was copied to FAA, Baucus, Tester and Rehberg.
- **Cromwell Dixon plane** to Helena for display– Donations needed, contact Larry Larson, Molt, MT
- **Russian Flat** – *Chuck Jarecki moved to approve a grant request from Central MT Hangar as submitted. The request of \$4924.50 is for gravel around the stock tank at Russian Flat airstrip. Motion Carried Unanimously.*

**New Business:**

- **Sweepstakes Prize**- *Jim Younkin moved to purchase a SPOT Satellite Personal Tracker with a full 1 yr subscription as the sweepstakes prize. Motion Carried Unanimously.*
- **Raffle for rec. airstrip funds** – *Chuck Jarecki moved to plan a raffle of a hand-held GPS to replenish Recreational Airstrip funds. Ron Normandeau will head that up with assistance from Wade Cebulski. Drawing to be held at the 2012 MT Aviation Conference. Motion Carried Unanimously. Suggested Bylaw proposal* – Chuck Jarecki presented a proposal for a plan of ascension leading to the office of MPA president – discussed and will be presented at annual meeting.
- **Met Tower Marking & Lighting Guidance** - Comment Period discussed
- **Elimination of 3<sup>rd</sup> Class Medical** – discussed – comment to: current docket # - Potomac airfield website
- **Scholarship recipient travel** – pay out of scholarship funds or general fund? Leave as is, pay out of general fund.
- **Tuck Barrett** - Wade discussed attending Tuck Barrett's funeral and Tuck's term as MPA President in 1973. MPA sent \$100 memorial donation to Tuck's choice, Shiner's Burn Center.

**Hangar Reports:**

- |   |  |
|---|--|
| 1. <b>Central Montana</b> – Pete Smith email report attached. | 8. <b>Miles City</b> –   |
| 2. <b>Five Valleys</b> – Jim Younkin reported.                | 9. <b>Mission Valley</b> – Larry Ashcraft faxed report attached. |
| 3. <b>Flathead</b> –  | 10. <b>North Central</b> –                                       |
| 4. <b>Gallatin Valley</b> – Robert Shropshire reported        | 11. <b>Sanders Co.</b> –   |
| 5. <b>Glacier</b> –   | 12. <b>South Central</b> – Scott Newpower reported.              |
| 6. <b>Glendive</b> –  | 13. <b>Southwest</b> – Alan Eliason reported.                    |
| 7. <b>Great Falls</b> – Harvey Hampton reported.              | 14. <b>Valley</b> –  |
|   | 15. <b>Vigilante</b> – Chuck Flynn reported.                     |

**Adjourn:** Steve Rossiter moved to adjourn the meeting at 1:15 p.m. Motion Carried Unanimously.

**Next Meeting:** The next meeting will be the Annual General Membership meeting to be held Saturday morning, March 5<sup>th</sup> at the Montana Aviation Conference in Helena. Time to be announced.

  
 \_\_\_\_\_  
 President

  
 \_\_\_\_\_  
 Secretary





## MPA Website Report - Will Stene, Webmaster

I apologize for being unable to attend the MPA board meeting this weekend. Both my boys have basketball games this weekend and I coach one of their teams.

Here are some project updates with regards to the website and stats.

1. Airport Database: I provided the MT database to AirBase1 in the fall. At that time AirBase1 was kicking off a new project with two other state pilot organizations. The project is nearly identical to what we are doing but the data is being pulled from the FAA Airport Facility Directory and will be updated anytime new airport information is available from the FAA. It also allows for us to manually input uncharted strips as well. The cost is being shared between the three state pilot organizations and is equivalent to the cost of the original airport database project. Estimated cost \$300 to \$350. \$119 has already been paid towards this. Expect this to roll out in February.
2. The updates to the homepage of "Upcoming Events", "NewsFlash", and "Newsletters" still remain. Estimated cost \$225 to \$300.
3. Website Stats:
  - a. Visits: October: 5254; November: 4324 December: 5888
4. Nearing 300 members who have logged on to the website. This is representing 40% of total membership.
5. 25 members have created a photo album, not all have pictures.
6. We have seven work party photo albums.
7. I'm more than willing to continue serving as webmaster, however I recommend at a reduced rate. I was thinking \$75 a month from \$200. I'm quite adamant about this otherwise I will create another scholarship to give back. This could be just during my tenure if you would like to note that....
8. I created an "MPA Website Advertising Support" document. This outlines what I see as some requirements for Newsletter advertisers to have their information integrated on the website. The document is attached. Note: With the current configuration of the website the only location for advertisers is under Corporate Sponsors under Links.
9. I would like to recommend an overall budget of: \$900 for webmaster fees and \$700 for web upgrades including the airport database and homepage updates, total \$1500.

### MPA Website Advertising Support

MPA offers individuals and business's the opportunity to advertise in its Heading Bug publication. The publication is printed six times a year and sent to MPA members and posted for the public on the MPA website. This greatly assists with the advertisers ad being seen by aviators as the latest newsletter, Nov. & Dec. 2010, has already been downloaded 956 times since being available on the website for three weeks.

<http://www.montanapilots.org/newsletters.asp?menuID=>

MPA will also place the advertiser's artwork on its website under "Links" and the button "Corporate Sponsors". With the current configuration of the MPA website this is the only location where advertising artwork may be placed and supported.

For advertiser's artwork to be placed on the website the advertiser needs to supply MPA with artwork in a .jpg or .gif file with sizing constraints of 188 x 275 pixels. Additional text may be supplied to accompany the artwork.

Regards,

### **1/14/11 - Central Montana Hangar Report - Pete Smith, President**

The Central Montana Hangar has 32 paid-up members. We meet the last Tuesday of each month (with the exception of July and August) for a dinner meeting at the Yogo Inn in Lewistown. We typically have 25 +/- members and guests in attendance, get started at 1830 and are usually finished by 2100. All MPA members past and present are always welcome.

We started the summer off with a Fly-in Breakfast at the LWT Airport and served about 280 meals, which netted our Hangar just over \$800. This profit is used to help pay for the utilities at the MPA pilot lounge which is open 24/7 and located in the old FSS building.

During the summer several members flew out to state aviation activities including work sessions at different backcountry strips. Our Grand Finale however was the work session and opening of Russian Flat on Aug 21<sup>st</sup> where we served a pancake breakfast and steak dinner to the hungry participants. About 40 people attended with 19 airplanes.

To end the summer we held our summer picnic at Pete and Margaret Smith's house 5 NE of LWT. Steaks were grilled over an open fire by Jeff Patnode with each one being grilled to perfection. It was a beautiful evening with a light wind out of the west with 5 airplanes and one helicopter flying in along with 31 members and guests.

Our year ended with a Christmas party on Dec 17<sup>th</sup> at Jack Morganstern's Soda Fountain Filling Station Museum Hangar with 49 members and guests in attendance. It was a potluck dinner with hams ordered in from Helena and desert provided compliments of Jack from his authentic 1950's Soda fountain. The most popular deserts ordered were banana splits and hot fudge Sundays. The most popular drinks were black raspberry sodas and double chocolate malts. Santa aka Jim Lewis ended the evening with treats for all 15 children and even a few of the adults.

### **Mission Valley Hangar Report - Larry Ashcraft, President**

The fly in on September 11 was a great success and we served close to 350 breakfasts and 48 complimentary breakfasts were served to pilots. We had a great variety of aircraft on display and in the air.

We continue to fly record numbers of kids in the Young Eagle program along with a couple of our pilots going into the schools to teach kids the theory of flight.

Carmine Mowbray and Chuck Jarecki gave a presentation slide show on their C-185 amphibian trip to the Northwest Territories.

Our Christmas Party was a huge success with 60 people joining in the holiday fun. Recognized Mauri Morin for his role as president since the formation of the Hangar. We were happy to have our President Wade Cebulski and his lovely wife Geanette joining us for the evening.

We completed the project of erecting lighted flagpoles at Polson, Ronan and St. Ignatius.

Our meetings are every other month on the last Thursday of the month and the off months meetings are conducted by our EAA chapter. Please join us for our meetings, as we will have a program at each meeting.

As always drop in at Polson, the friendliest airport in the west, the coffee is always on.

### **Southwest MPA Hangar Report - Alan Eliason, VP 1/15/11**

The Southwest Hangar group has been meeting on the third Thursday of every month in an alternating pattern with Butte, Twin Bridges, and Dillon. The meeting is usually preceded by a potluck dinner. In Dillon, we have moved to the Elks' club and purchased our dinner from the local Senior citizens group who hosts a weekly dinner on the same night. In Butte, we often meet at the Chef's Garden restaurant.

The Twin Bridges F.B.O. Hosted a Father's Day fly-in and air show performance. The air show portion of the festivities had to be cut because of weather conditions, but the evening barbeque was excellent and attended by approximately seventy-five to a hundred pilots and local community folks.

Our September meeting was in Twin Bridges and our October meeting was in Dillon. The November meeting was in Butte at the Silver Eagle lounge and restaurant at the Butte airport and was fairly well attended with ten or twelve pilots present. Ms. Kristy Dunks gave an interesting program on her work with aircraft accident investigation. She spoke briefly about the plane accident that happened in Butte last spring, but said the final report was still not released.

The December meeting was a Christmas party at the Twin Bridges F.B.O., and it attracted about a dozen pilots and \$10 gift exchangers. The dinner was a potluck affair, and the liquid refreshments were provided by the F.B.O.

For the most part, our hangar is experiencing difficulty in getting pilots out to our meetings and staying active in supporting the S.W. Hangar. Some meetings have had as few as five members including the secretary attempting to conduct business. We will be beating the bushes and trying to get some more support in the coming months with more programs, fly ins, and social activities.



November 9, 2010

Ms. Linda Devine  
HQ ACC/A7PS  
129 Andrews Street, Room 337  
Langley AFB, VA 23665-2769

Dear Ms. Devine,

As President of the Montana Pilots Association which was founded in 1939 and represents approximately seven hundred members, I was requested to send this letter of comment, after a unanimous vote by the board of directors. We are not in favor of any expansion to the Powder River Military Operations Area. Several Montana Pilots Association members, including myself, state officials, eastern Montana county officials, ranchers, and numerous other concerned parties attended a meeting September 7<sup>th</sup> 2010 in Billings, Montana. The meeting was arranged by Congressman Denny Rehberg's staff member, J.T. Korkow, with Colonel Jeffrey B. Taliaferro, Wing Commander Ellsworth Air Force Base, Rapid City, South Dakota and his staff. I also attended the public hearing meeting in Billings, Montana. The Montana Pilots Association has come to the conclusion the negative economic hardships to the aviation community in the State of Montana are not acceptable. We are in agreement with our elected officials: Senator Max Baucus, Senator John Tester and the State of Montana, whom have all voiced the negative impact this proposal will have on our State. Jim Lynch, Director of the Montana Department of Transportation and Debbie Alke, Administrator of the Aeronautics Division, Department of Transportation, have also made numerous negative comments to this proposal.

It was quite evident the majority of folks that made comment at the Billings public hearing were not in favor for many reasons, including concerns over negative economic impacts to commercial and private aviation operations, safety issues such as spooking of domestic animals, wildlife stress, and Post Traumatic Stress victims from previous military conflicts. The list of opposition is long and varied.

So with all due respect please mark our comment down as No-Action Alternative, which is no change to the current Powder River Military Operations Area.

Sincerely,

Wade Cebulski, President

Cc:  
Federal Aviation Administration  
Senator Max Baucus  
Senator Jon Tester  
Congressman Dennis Rehberg

**Montana Pilots Assoc.-Geanette Cebulski, Sec.**

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**From:** "Alke, Debbie" <dalke@mt.gov>  
**To:** <eccampbell@yahoo.com>; "Geanette Cebulski" <mpasecretary@blackfoot.net>; <k-lee@nemontel.net>; <pluffyinc@mcn.net>  
**Sent:** Friday, January 07, 2011 10:07 AM  
**Subject:** met towers

Hi all – not sure if you've seen this NPRM but may want to help spread the word.

Thanks.

Debbie

Proposed Met Tower Marking and Lighting Guidance: the FAA is considering revising its current Advisory Circular on Obstruction Marking and Lighting to include guidance for Meteorological Evaluation Towers. These towers are erected in remote and rural areas, often are less than 200 feet above ground level, and fall outside of FAA regulations governing tall structures and their impact on navigable airspace. The proposed marking guidance would enhance the conspicuity of the towers and address the safety related concerns of low level agricultural operations. The FAA seeks comment on the proposed guidance on or before **February 4, 2011**. To read the complete document, FAA-2010-1326-001 go to [www.regulations.gov](http://www.regulations.gov)

Secretary Ray LaHood  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590  
202 366-0089 - fax

SENT BY MAIL & BY FAX

ARM

May, 6, 2009 - AMENDED & FINAL

Proposed Rulemaking: To amend FAA's 3<sup>rd</sup> Class medical (limited to private pilot, non-commercial, not-for-hire) to include the following: "A valid driver's license is required to pilot any aircraft," and "A 3<sup>rd</sup> Class Medical is only required for operation of aircraft heavier than (an automobile) 6,000 lbs max gross weight."

Dear Sir,

The Administration is trying to clear up unnecessary regulations. I am escalating above the agency as certain aspects of the task may no longer be necessary, so I anticipate some resistance within the agency to the proposed change.

I own Potomac Airfield, a small airfield near Washington DC. Some time ago a pilot said to me "...while he was medically approved by the Department of Defense to drive a 65,000lb, 18-wheel truck loaded with hazmat and nuclear weapons, by FAA medical standards he was not allowed to fly his small (3,000 lb) Cessna."

I briefly reviewed DOT requirements for a Commercial Driver's License (CDL). Although the pilot may or may not have been exactly correct, another pilot recently had a similar experience; medically cleared by the USAF, but denied by FAA.

*These inequities stir me from my slumber.*

Flying small private aircraft with modern technology is simply not that difficult anymore, little more complex than driving the family car. Unlike years ago, flying no longer requires 'nerves of steel' or 'eyes of a hawk,' anyone can do it, even the elderly.

Onboard GPS navigation makes it unlikely a pilot will ever become lost. Commonly available XM weather in the cockpit makes a pilot less likely to fly into a thunderstorm than be in an auto accident. In truth, pilot chest-beating aside, the spatial challenge of landing a small aircraft is not significantly more complicated than parallel parking an automobile. While aircraft operate most of their time thousands of feet away from any other person or object, automobiles are always passing at relatively high speed in close proximity to nearby pedestrians and other vehicles. People are in more danger from passing vehicles on the road, than small aircraft passing overhead. Comparing liability insurance premiums for small



private aircraft vs automobiles attests unemotionally and non-politically that the losses, the premiums charged for those losses, and therefore the actual risks, are comparable, if not favoring the small private aircraft.

Continuing to impose more restrictive medical standards on piloting a small private aircraft, than driving an automobile, may be little more than trying to address a *perception* of greater risk that simply does not exist.

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FAA's current medical requirements for operating a small private aircraft are comparable to DOT's requirements for commercially operating a 65,000 lb truck. Although clearly prudent for commercial flight operations, and larger aircraft (whose demands on the operator are significantly higher, and which pose much greater risk to others than any automobile), imposing commercial medical standards onto pilots of a small private family airplanes seems unnecessarily burdensome and needlessly restrictive.

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FAA has already recognized a basic driver's license for meeting the medical requirements for operating "Light Sport Aircraft" (LSA). *Let us just take that insight one-step further.*

FAA's medical exemption is currently exclusive to LSA aircraft, artificially creating an unfair, unnecessary, and exclusive market concession for a few LSA manufacturers. FAA Medical standards are literally being exploited by industry to force thousands of older pilots to stop using their certified aircraft; so they must either buy a new LSA or quit flying.

Does that really make sense? Is that really equitable to the pilots?

LSA extremely low weight standards may in fact be hazardously low, as they are the major contributing factor to LSA accidents. LSA weight standards appear to have been arbitrarily set by the LSA manufacturers to preclude competition from lower-cost certificated aircraft, including many thousands of much lower-cost used aircraft. Is a small Cessna any more difficult to operate than an LSA aircraft? *Not really. To claim otherwise is self-serving.*

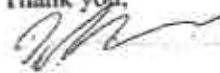
---  
I propose the medical standards for Light Sport Aircraft should be expanded to include private-pilots of aircraft whose weight and complexity are comparable to automobiles. (AOPA and FAA have evolved the distinction of 6,000 lbs for other applications). If a pilot is safe to drive an automobile, they are probably safe to fly a small airplane. When legitimate medical reasons force a pilot to stop driving, they will lose their driver's license, and for the same legitimate reasons they will be stopped from flying. If a pilot is truly dangerous in a small airplane, they are probably *more* dangerous in an automobile; but in that arena our society has taken a more balanced view. *I say we expand the common-sense medical standards of LSA more equitably across the board.*

All pilots dutifully 'hang up their spurs' sooner or later; as with driving; they are not suicidal, nor do they have any desire to endanger their passengers or anyone else.

A good friend and flight surgeon raised the legitimate issue of the predictable loss of balance that comes with age. I counter that even today's medical standards fail to address such issues. Furthermore, pilots' ongoing competency will continue to be assured by existing bi-annual flight reviews, Instrument Competency Checks, and other more specific, and more effective FAA measures.

I encourage this debate to be engaged by all interested parties. Should a change be enacted, there would be no reduction in safety, *and a significant increase in the utility and economy of General Aviation for personal transportation, which is in the common interest of all.*

Thank you.

  
David Wartofsky, Potomac Airfield  
10300 Glen Way Fort Washington, MD 20744  
(301) 248-5720 Fax (301) 248-3997  
[bigcheese@potomac-airfield.com](mailto:bigcheese@potomac-airfield.com)

Cc:

Congressman Jerry Costello  
2408 Rayburn HOB - Aviation  
Washington, D.C. 20515  
(202) 225-5661  
(202) 225-0285 - fax

Randy Babbitt / Lynne Osmus  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

✓  
Craig Fuller  
Aircraft Owners and Pilot's  
Association (AOPA)  
421 Aviation Way, Frederick,  
Maryland 21701  
(301) 695-2375 - fax

1/14/11

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Respectfully submitted,

Pete Smith  
President



For Chuck Jarecki

Mission Valley Hangar Report

by Larry Ashcraft, Pres.

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Larry Ashcraft Took over presidency  
Carmine Mowbray and Chuck Jarecki gave a presentation slide show on their C-185 amphibian trip to the Northwest Territories.

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Please join us for our meetings as we will have a program at each meeting.

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\* Recognized Manfred Morin for his role as president since the formation of the Hangar

## MPA Hangar Report

Submitted by Alan Eliason, VP 1/15/11

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