

# MONTANA PILOTS' ASSOCIATION



## Heading Bug

January / February 2004

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### NOTAMS:

**Montana Aviation Conference**—March 4-6, at the Heritage Inn Great Falls, MT.

**MPA Annual Membership Meeting**—March 6, Great Falls

**Notice**—Proposed changes to the MPA Constitution and By-Laws will be brought to the membership in accordance with Article VI, Amendments, at the MPA Annual Meeting.

**Membership**—MPA memberships are based on a calendar year, Jan. 1-Dec. 31. All dues received between Oct. 1 and Dec. 31 shall be applied to pay the dues for the following calendar year. Please remember, the fee paid to the Montana Aeronautics Division is the state pilot registration fee. The Montana Pilots' Association is separate and the dues are shown on the membership/renewal application on page seven.

**Cut Bank**—On Dec. 17, Iron Horse Aviation opened its doors at the Cut Bank Airport (CTB). The business is owned and operated by A&P IA Ted Vanmetter. Iron Horse Aviation is located in the maintenance hangar and will provide aircraft repair and maintenance.

**President's Message:** You are no doubt asking yourself why on earth did I receive this newsletter? The Montana Pilots' Association (MPA) is one of the oldest, if not the oldest, aviation organization in this state and we wanted to give you the opportunity to see what we are all about and invite you to join. The MPA is a non-profit organization founded in 1939 to serve the interests of general aviation in Montana.

The MPA recognizes and supports the efforts of all organizations represented through the Aviation Organizations of Montana (AOM), local Experimental Aircraft Association (EAA) chapters and local flying groups. Every aviation organization in our state has its own purpose and we salute each of you in your efforts to make Montana's aviation community a better place. Working together, we can continue to enjoy our freedom by protecting our rights and privileges through a strong unified front. The MPA is a general aviation umbrella, like one member stated, "...its the glue that holds (general) aviation in Montana together...we are the foot soldier...giving continuity to our (state) aviation policies..." by working in harmony with state and local government. Maybe the MPA isn't for you but maybe one of the other aviation organizations in Montana will capture your interest and you will support them. In the end, without an organization like the MPA, we are just pilots of Montana.

To give you a glimpse of the MPA, the following is a snapshot of the past and present:

- Schafer's Meadow Airstrip – membership testified before the US Senate Subcommittee to prevent its closure (1976); active participation with the US Forest Service on the current management plan (adopted 1987)
- Aircraft registration – active lobbying efforts to establish realistic aircraft registration fees in Montana
- 2 % Fuel tax – active lobbying efforts to establish an on-going funding source for loans and grants to assist Montana Airports
- Scholarships for new pilots
- Montana Aviation Conference - co-sponsor
- Airstrip maintenance – work session participation at Schafer's Meadow, Spotted Bear, Meadow Creek, Benchmark and others...
- United States Forest Service – monitoring and participating in Forest Plan revisions
- Bureau of Land Management – testimony and documentation in support of the preservation of airstrips within the Upper Missouri River Breaks National Monument
- Recreational Aviation Foundation - an outgrowth of the Recreational Airstrip Committee to provide a tax-exempt revenue source for recreational airstrip procurement, maintenance, and related education and safety issues

I'll see you in Great Falls at the Montana Aviation Conference.

Chuck Manning, President

# 2003 Awards Committee Needs Applications!

Time is running out to get applications in for 2003 awards to be presented at the Montana Aviation Conference March 4-6, 2004. Nominees are needed for the following awards:

- **Pilot of the Year Award**
- **Junior Pilot Award**
- **Montana Pilot's Association Flight Training Award**
- **Bill Matthews Award**
- **Bent Prop Award**
- **Presidents Award**

A full description of the awards can be found on the MPA Website. These awards will not be given if a suitable candidate is not nominated. Please send your nominations for the awards, except the Junior Pilot and the Flight Training Awards, to Charlie Inman, [farmin@hiline.net](mailto:farmin@hiline.net), Jack Gillespie, [nc7818b@wmconnect.com](mailto:nc7818b@wmconnect.com) or Dennis DeVivo, [dillonfbo@bmt.net](mailto:dillonfbo@bmt.net). For the Junior Pilot Award and Flight Training Awards please contact Jeanne MacPherson, Montana Aeronautics Division, [jemacpherson@state.mt.us](mailto:jemacpherson@state.mt.us)



## 2004 Calendar of Events

- Feb. 7-8**—Flight Instructor Refresher Clinic—Helena . For further information phone Montana Aeronautics Division (406) 444-2506
- Feb. 21-22**—Northwest Aviation Conference and Trade Show—Puyallup, WA
- Mar. 4-6**—Montana Aviation Conference, Heritage Inn , Great Falls. For further information phone (406) 444-2506
- Mar. 7-9**—Upper Midwest Aviation Symposium—Fargo, ND
- Mar. 11-13**—Women in Aviation International Conference, Reno NV
- Apr. 13-19**—Sun 'n Fun—Lakeland, FL
- May 15-16**—Alaska State Aviation Conference & Trade Show—FedEx Hangar, Anchorage, AK
- Jun. 4-5**—Wings and Wheels, classic airplanes and cars—Bonners Ferry, ID
- Jun. 12**—Havre Toy Show and Fly-In breakfast.

**Jun. 21-25**—McCall Mountain/Canyon Flying Seminar—McCall, ID

**Jul. 7-11**—NWEAA Arlington Fly-In—Arlington, WA

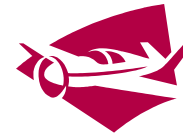
**Jul. 27-Aug. 2**—EAA Airventure (Oshkosh)

**Aug. 6-8**—Splash-In on Lower Stillwater Lake, Whitefish, MT

**Aug. 28**—Sixth Annual Polson Fly-In

**Sep. 11**—Sidney Airshow (Montana, not down under)

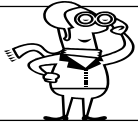
**Dec. 2**—Happy 65th Birthday to the Montana Pilots' Association



## MPA Committees and Appointments

### Committees:

<b>Education</b>	Open
<b>Membership</b>	Don Kinney, Chair
<b>Nomination</b>	Joe Roberts, Chair Bob Hollister Jim Lewis
<b>Political Action (PAC)</b>	Bill Burkland, Chair
<b>Policies and Procedures</b>	Lonnie Leslie, Chair Bob Hollister Dennis DeVivo
<b>Recreational Airstrips</b>	John McKenna, Co-Chair Dan Lilja, Co-chair Chuck Jarecki Lonnie Leslie
<b>Scholarships/Awards</b>	Charlie Inman, Chair Jeanne MacPherson
<b>State Conference</b>	Dan Prill, Chair Mike Rearden
<b><u>Appointments:</u></b>	
<b>Webmaster</b>	Yoshie Simmons
<b>Newsletter Editor</b>	Art Lindstrom
<b>AOM Board</b>	Bailey Egan
<b>Montana Aeronautics</b>	Frank Bass
<b>MPA Sec/Treas.</b>	Geanette Cebulski



# Hangar Reports

**Great Falls Hangar**— On Dec. 13, 2003 the Hangar sponsored a Christmas party in conjunction with the Great Falls EAA Chapter 1141. The event was held at Front Range Aviation with forty people attending.

On Jan. 20 the Hangar held its first meeting of the New Year. Forty people attended the meeting held in conjunction with the EAA. Tuck Barrett spoke on “Mountain Flying Techniques”.

The Hangar is sponsoring Wings sessions at the March, May, and July meetings. They will be held in the new Great Falls International Airport Terminal conference room.

Dan Prill is chairman of the organizing committee for the aviation conference in Great Falls on Mar. 4, 5, and 6. Dwight Holman is allowing use of his heated hanger for static airplane displays prior to Friday nights dinner/dance. John Bagley of Rexburg, Idaho will bring Bob Hoover’s P-51 (weather permitting) for the display and the Hangar, the Great Falls Chapter of the EAA and the Montana Antique Aircraft Association will team up to provide the beer concession.

*By Dan Prill*

**Vigilante Hangar**—the first meeting of 2004 was at Vetter’s, Jan. 14 with 35 members attending.

Debbie Alke, Montana Aeronautics director, gave a run down on the speakers and programs for the upcoming aviation conference. Hank Galpin will speak about the National Air Tour at Fridays luncheon, and well known air show icon, Bob Hoover, will speak at the Saturday night banquet.

Debbie also spoke about a book published a few years ago explaining an important part of Montana aviation history. “A Flying Start into the Big Sky” chronicles the Civilian Pilot Training Program (CPTP) in Montana. Just prior to World War II many young men, and a few women, earned their pilot’s license and went on to serve as military pilots and later had careers with the airlines. Red Morrison of Helena was one of the initial instructors in the program. The author, Pat Gudmundson, is now a resident of Helena.

Jeanne MacPherson spoke about the recent fatal accident in northeast Montana. She described the search undertaken in –40° weather and near IMC conditions. She had an aerial picture of the accident site showing the scattered debris field and fresh snow. It showed how difficult it was to spot the airplane. That led to lengthy discussion on winter survival gear and the hazards of winter flying, particularly at night.

A short business meeting was held and a nominating committee was appointed. The nominating committee is Jeanie Ferguson, Mike Naegele, Billie Veerkamp, and Joe Roberts.

*By Joe Roberts*

**North Central (Havre) Hangar**— Met on Jan. 24 at the Elks Club with 38 in attendance. The program con-

sisted of Bill Sheets discussing landing techniques and Tom Hlavnicka showing a tape on aerial fire fighting. Six pilots qualified for the Jim Stephens memorial awards. The memorial was set up to help new pilots in the Havre area and is funded by the annual Fly-in Breakfast & Toy show.

This years Fly-in Breakfast & Toy show will be in Havre, Jun. 12. It will have a sausage, egg and hotcake breakfast, plus lots of stuff to look at. It will move to Fort Benton next year, as part of Fort Benton’s Lewis and Clark festivities.

We have a new mechanic on the field. Darrold Hutchinson has opened an aircraft maintenance and repair shop and will be providing flight instruction.

*By Charlie Inman*



## GPS “new” no more

The FAA, in an Advisory Circular published several weeks ago, has eliminated the “new technology” label from GPS navigation systems. This means repair stations can now install the systems using simpler procedures. Under the previous Advisory Circular, installation of GPS equipment required the use of approved data (under an STC or major alteration) because GPS was a “new and unique technology.” The revision does not mean all GPS/WAAS installations can be treated as “minor alterations,” but rather allows GPS/WAAS equipment to be installed using the same criteria that a repair station would use for installing traditional navigation equipment. For example, under the new guidelines, installation of GNSS (GPS/WAAS) navigation equipment that only interfaces with an antenna, power, ground, an external HSI/CDI with a single source selector switch and a left/right (deviation based ) autopilot would typically be considered a minor alteration. *Avflash 1/26/04*

## Only in America

When NASA first started sending up astronauts, they quickly discovered that ball-point pens would not work in zero gravity. To combat this problem, NASA scientists spent a decade and \$12 million developing a pen that writes in zero gravity, upside down, on almost any surface including glass and at temperatures from below freezing to over 300°C.

The Russians used a pencil.

**This could be your business here!!!!**

To find out more, contact:

Art Lindstrom, editor

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airlindy1@hotmail.com

# Century of Flight Celebrations

**Dillon**—Celebrated 100 years of powered flight with a commemorative flight over Dillon, Twin Bridges and Sheridan. The flight consisted of nine airplanes with crews and passengers, and departed the Dillon airport at 1020 on Dec. 17. It over-flew all three towns and their schools. On return to the Dillon airport, cake and coffee were served as part of the celebration. There was a large turnout of townspeople and the school yards were full of children waving as the flight passed over. On the morning of the flight Tom Helle, a local sheep rancher, fed his sheep in the outline of an airplane for an aerial photo opportunity. The airplanes involved in the flight ranged from a 1940's Stinson to a 1999 Aviat Husky and the pilots ranged from 17 to 70 something. One airplane had passengers representing three generations-son, mother and grandmother.

**Bozeman**—To celebrate the centennial of the Wright Brothers flight, sixty-two aircraft and more than one hundred-fifty participants took to the skies from Gallatin Field on Dec. 17. The flight strung out nose to tail for twenty-five miles, and flew over five communities, nine rural schools, and eight Bozeman schools.

Identified and flying as the Century Flight, the airmen and their passengers departed in fifteen second intervals in eight flight groups for a fifty minute air tour of the Gallatin Valley. The route incorporated flyover's of several communities, and prior notice to schools gave children the chance to observe the trail of aircraft as each proceeded around the course. Volunteer pilots provided rides to a group of children from Hawthorne Elementary School who were winners of a paper airplane distance flying contest. The variety of aircraft, including many beautifully restored vintage machines, gave everyone a great visual thrill and served to emphasize the debt owed to the early flight pioneers. Return was followed by a debriefing, picnic lunch and a cheer for the Wright Brothers.

Denny Guentzel, concept originator, organized the involvement of others. Former USAF pilot David Jarrett conducted several preflight pilot briefings and served as flight commander, leading the formation in his Extra 300. Jim Bastiani (retired Delta captain) took an organizing lead. John McKenna (Gallatin Airport Authority Board member) provided liaison and logistical support. Gallatin Field airport director Ted Mathis and the tower controllers worked closely with the group to provide what proved to be a precisely executed and rewarding flight experience for not only the participants but also the communities.

Other pilots and participants included Chuck Baldwin, Don Loyd, Doug Chapman, Lew Zimmer, Klein Gilhousen, Bob Green, Brian Webber, Branden Speth, Phil Egbert, Ben Roy, Scott Heck, Tom Fulton, Ed Kleingartner, John Kamp, Greg Hall, Leonard Heydon, Bud Hall, Evert Wierda, Ken Flikkema, Gene Graf, Tricia McKenna, Mike Sidders, Gerald Gaston, Kevin Haggerty, David Westin, Don Profota, Dan

Hodge, Roger Kittelson Gary Andrews and Andy Scherffius  
*By Andy Scherffius*

**Vigilante (Helena)**—Celebrated the 100th anniversary of flight by flying 30 airplanes over the Montana state capitol on Dec. 17. The airplanes were flown in formations of three, at three different altitudes. The fly-over took place at the exact time of the Wright Brothers flight 100 years earlier. The flight was flown by individuals ranging from retired airline captains to newly certified private pilots and several passengers, including Montana's Lt. Governor, Karl Ohs.

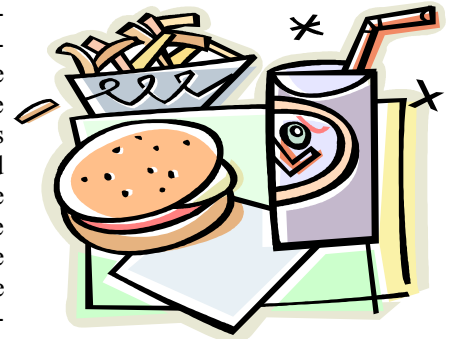
The fly-over was planned and coordinated by Bill Burkland, Nigel Davis and Joe Roberts. Rosemarie and Brent Vetter provided assistance, hospitality and their FBO for celebration headquarters.

## Looking for the \$100 hamburger?

*By Geanette Cebulski*

Sunday (Jan.11) six airplanes from the Flathead area flew in for lunch at Seeley Lake's Lindey's Landing West - Bayburgers.

At least one landed on the lake with skis. Others landed on the plowed runway and used the courtesy van for the 1/2 mile drive to the Steak House on the lake. Lindey's Landing West-Bayburgers



serves a variety of chopped sirloin burgers - 1/4 lb., 1/2 lb. mushrooms, bacon, cheese, etc. - all under \$6 including chips or salad. Bayburgers are one of the best burgers you will ever eat and definitely a good excuse to go flying. My favorite spot is a table in front of the fireplace looking out at the lake! Bayburgers is open all year serving burgers from 11 a.m. - 3 p.m. Thursday thru Monday. Telephone 406-677-9229 - Unicom 122.9. Lindey's is a member of the Seeley Lake Flying Club who helps maintain and improve the airport. We have just installed a new sign at the main gate that we would like to show off, so please check it out. The Seeley Lake Airport (23S) is plowed by the state highway department on a non-priority basis so check conditions before landing. Land on runway 34 and take-off from runway 16. There is a payphone in the pavilion at the main gate for your convenience and a port-a-potty hidden behind a snow bank. Lindey's courtesy van is available for your use. No matter from which direction you arrive, the flight to Seeley will be scenic. We are nestled between the Swan Range and Bob Marshall Wilderness on the east and the Mission Mountain Wilderness on the west. On a nice, smooth air, winter day you can fly right over the peaks and see sights as beautiful as anywhere in Montana or Alaska. We hope you will fly in for a visit and a burger!

# Trish's 40th opens new doors!

By the time I turned 40 my husband John had owned a Cessna 185 for ten years. We had three children and while I had always encouraged them to fly with their dad, I used to tell John, "just don't make me go." In ten years I had ridden in the 185 twice and I remember those flights like yesterday. To me they were death defying experiences. The first trip was a beautiful sunny day flying to Billings and back and the other was a trip to a friend's wedding in Boise. I couldn't even look out the window I was so scared. Our son Matt always said the only way mom was ever going to get hurt by an airplane was if it fell on her.

At this time in my life a friend, Yvonne Jarrett, was taking flying lessons and just about to finish her license. She and her husband David always asked, "when are you going to get your license Trish," "are you kidding," I used to say to them, "how about never."

So, along came that big fortieth birthday. I looked at my life and tried to analyze things. Our business was established and doing well, I was very happy and proud of my family and how we had raised our children—but this flying thing. I wondered about my fears.

What was I afraid of? Certainly I wasn't afraid of crashing. No mother would ever send her children up in a plane if you thought it was going to crash. What was it? I decided I was afraid because of what I didn't know.

I decided to take a few flying lessons to help deal with my fears. Just a couple of lessons to help me understand the noises, why things happened the way they did. A few lessons to overcome my fear and allow me to fly with John on an occasional trip.

An instructor by the name of John Hartley agreed to help me. Hartley loves tail draggers and was thrilled to be able to fly the 185. I'm not sure he knew what he was getting himself into. I really took the 185 for granted and had no idea it was anything special. I assured John Hartley this would be just a few lessons and I would be gone.

When I arrived for my first lesson I am not sure what I expected. I know I did not expect to actually sit in the left seat and do the flying. I remember those first few lessons like yesterday. My legs had jitters so bad they bounced around like a sewing machine needle. I couldn't seem to control them. I was so nervous about doing things correctly I forgot to be afraid of flying.

How things transpired after that is almost a blur. By the fifth lesson I was in love with flying. Some of my friends think it is a control issue. There were good days and bad days and lots of frustrations. Because of John Hartley's patience and understanding I was having fun, but remember I wasn't trying to earn my license.

Around this time, John and I found a beautiful Super Cub needing a home. When the owner, Mark Kossler, took me for

a ride it was love at first flight. I'm sure John had an ulterior motive in purchasing the Cub for me. Men and their airplanes are a special thing and John wanted his back. It was finally time for me to solo and I think the thought of my flying the 185 solo was too much for him.

Yvonne Jarrett and I used to laugh about how we enjoyed flying with Hartley, so why would we bother with the license. Hartley changed that when he quit instructing to fly corporate jets full time. I wanted to go places and take friends along so it was time to finish up and get my license. I found a new instructor, Steve Nicoll, who was also up for the challenge. A woman, a tail dragger and who knows what else. Steve insisted on perfection and perfect procedures.

I remember people kept asking me, "have you soloed yet"? It was like people calling when you were pregnant and when you answered the phone they would say, "oh you're still home, no baby yet." I was getting so frustrated until one day Steve said just forget about it, and when you least expect it, it happens. When I forgot about soloing, I was able to enjoy the experience and concentrate on doing a good job.

Steve and I would study in our hangar and at coffee shops in Belgrade. We talked about "VFR specials" the week before my solo cross country to Helena. On the day of my solo the weather moved into Helena and they were calling two miles visibility. Determined to finish the cross-country trip I asked for a "special." Because of other traffic they asked me to circle and then granted my request. Since I had the runway in sight I really didn't think it was a big deal. When I got back Steve said he was sorry I had to turn back but we could schedule it again, later in the week. When I told him it was no problem I just asked for a "special" he was shocked. We had talked about them but I guess he didn't think it meant I should ask for one. I was now serious and committed. Don't get me wrong I probably logged more hours than anyone to get my private pilot license. But remember I had to overcome the fear of flying first.

I went through the same frustrations all student pilots go through—bad weather, conflicting schedules, etc. Without my husband's encouragement I know I wouldn't have made it. He and the kids would offer to make their own dinner and fend for themselves so I could go fly.

On the last leg of my solo long cross-country flight I was returning to Bozeman from Dillon and going through my check list over and over again, not wanting to forget anything Steve had taught me. It was then I remembered the last thing he said, "be sure and enjoy yourself." I sat back in the seat, relaxed, looked out the window and thought, "you can do this Trish – you have conquered your fear."

A lot of people get their pilot's license and for most it probably isn't a big deal. For me it was something very special. It not only opened up new doors, it opened a whole new world.

*By Trish McKenna*

# Montana Pilots Launch Recreational Aviation Foundation

*Editor's note—the following is a press release announcing the formation of the Recreational Aviation Foundation (RAF) by the Recreational Airstrip Committee (RAC)*

“Where have all the airstrips gone?” Do pilots want to sing this song far into the future?

General aviation airstrips in the United States are disappearing at a rate of two per week. Some are well publicized, such as Meigs Field in Chicago. Others receive little or no publicity including many unpaved airstrips in rural and mountainous backcountry.

Usually these unpaved airstrips are on public lands administered by the United States Forest Service (USFS), the Bureau of Land Management (BLM), or other federal and state government agencies. Their disappearance is often the result of revised planning documents that fail to recognize or address the needs of general aviation because pilots are not involved in the process.

In 1998, the Montana Pilots' Association (MPA) became concerned with the loss of recreational and backcountry airstrips and formed the Recreational Airstrip Committee (RAC) to take an active part in the planning process. (For RAC information, go to <http://www.montanapilots.org/backcountry/index.html>.)

The RAC has made considerable progress, but it soon became obvious additional funding was required to maintain and create airstrips. The Recreational Aviation Foundation (RAF) was incorporated in Montana on December 22, 2003 and filed a 501(c)(3) application with the IRS for non-profit, tax-exempt status on December 30, 2003.

The RAF will use tax-deductible donations to:

- Provide more participation with governmental agencies controlling rural and backcountry airstrips to preserve and protect public access.
- Improve and maintain existing rural and backcountry airstrips.
- Acquire or lease land to construct additional general aviation airstrips.
- Educate the public on the benefits of rural and backcountry airstrips.
- Provide scholarships for active pilots to acquire mountain flying skills.
- Promote Air safety through support of flight training seminars.

Please help preserve recreational and backcountry aviation by

making a tax-deductible donation to the Recreational Aviation Foundation, 1711 West College, Bozeman, Montana 59715. For more information, contact John McKenna, Chairman of the Board, at (406) 587-5166 or e-mail at [jt185@montanadsl.net](mailto:jt185@montanadsl.net).

## The MPA/RAC at work

*Editor's note—As an MPA newbie I found the time and effort expended by MPA volunteers is eye opening. I feel the MPA should strut it's work and as a start I requested a breakdown of meetings attended by the MPA/RAC volunteers. Because accurate records have not been kept, some meetings and participants may have been missed. It's planned for future issues of the Heading Bug to include lists for all committees.*



Winter fun in a powderwagon!!

**October**—half day inspecting a potential airstrip site near White-tail Reservoir—Nigel Davis and Mike Sidders with Terry Sexton, Jefferson District Ranger

**December 2**—Flathead National Forest meeting at FCA—attending were Jerry Cain, Chuck Jarecki, Dan Lilja, Art Lindstrom and Chuck Manning.

**December 9-10**—BLM Monument planning at LWT—attending, Jim Lewis

**December 12**—RAF meeting in BZN—attending were Jerry Cain, Geanette Cebulski, Jerry Hover, Chuck Jarecki, John McKenna, Mike Sidders and Lee Stokes.

**December 13**—Communications and By-laws meeting in BZN—attending were Jerry Cain, Geanette Cebulski, Bailey Egan, Jerry Hover, Chuck Jarecki, Don Kinney, Lonnie Leslie, Chuck Manning, John McKenna, Noel and Yoshie Simmons.

**December 29**—RAF Directors meeting in HLN—attending were Jerry Cain, Nigel Davis, Jerry Hover, Chuck Jarecki, John McKenna, Chuck Manning, and Dan Prill.

**January 6**—Live talk radio show on KOFI in FCA on the Back Country Aircraft Access Act—on air were Chuck Jarecki and Dan Lilja (joining by phone Rep Denny Rehberg, the bills co-sponsor.)

**January 13-15**—BLM Monument planning meeting in LWT—attending were JC Kantorowicz (Jan 13,) John Sheffels (Jan 14,) and Chuck Jarecki (Jan 15.)

**January 17**—FCA strategy meeting to set an action plan for Bitterroot, Flathead and Lolo National Forests Planning meetings—attending were Larry Ashcraft, Jerry Cain, Ed Ethridge, Chuck and Judy Harris, Chuck Jarecki, Art Lindstrom and Chuck Manning.

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- Just 15 reasons for joining the  
**Montana Pilots' Association**
1. It's your voice for general aviation in Montana.
  2. Bi-monthly newsletter informing and entertaining the aviation community of Montana.
  3. MPA website keeps you up-to-date on Montana aviation issues.
  4. Lobbying at state and federal levels to protect the rights of general aviation.
  5. Local Hangars, informative speakers, meetings and activities.
  6. Fly-In/Fly-Out activities across Montana.
  7. Preservation and maintenance of recreational/backcountry airstrips.
  8. Educational programs which benefit the public.
  9. Supports airport maintenance throughout Montana.
  10. Co-hosts the annual Montana Aviation Conference.
  11. Aviation career days in Montana schools.
  12. Scholarships to encourage new pilots.
  13. Safety talks through Hangars (local chapters) and the annual Montana Aviation Conference.
  14. Supports the Montana Aeronautics Division search and rescue through local ELT training.
  15. \$10 discount on GAN, the general aviation news of the northwest.

<b>Montana Pilots' Association</b>		
Membership/Renewal Application		
Become a member today by using this form or go online at <a href="http://montanapilots.org">http://montanapilots.org</a>		
Name _____	Spouse's Name _____	
E-mail address _____	Address _____	
City _____	State _____	Zip code _____
Home Phone _____	Work Phone _____	Fax _____
Please select your license category		
<input type="checkbox"/> Student <input type="checkbox"/> Private <input type="checkbox"/> Commercial <input type="checkbox"/> ATP <input type="checkbox"/> Instructor		
Aircraft Owner? "N" Number _____ Make/Model _____ Year _____		
Please select one of the MPA Hangars (local chapters) below to join, OR you may choose to become a "Member at Large" (no local affiliation)		
<input type="checkbox"/> Central (Lewistown) <input type="checkbox"/> Colstrip <input type="checkbox"/> Dillon <input type="checkbox"/> Flathead (Kalispell) <input type="checkbox"/> Glacier (Cut Bank)		
<input type="checkbox"/> Glendive <input type="checkbox"/> Great Falls <input type="checkbox"/> Miles City <input type="checkbox"/> North Central (Havre) <input type="checkbox"/> Roundup <input type="checkbox"/> Sanders County		
<input type="checkbox"/> South Central (Billings) <input type="checkbox"/> Valley (Glasgow) <input type="checkbox"/> Vigilante (Helena) <input type="checkbox"/> Member at Large		
Please share your talents with MPA by volunteering to HELP in one or more of the following areas:		
<input type="checkbox"/> Social Activities <input type="checkbox"/> Newsletter <input type="checkbox"/> Recruiting <input type="checkbox"/> Administration <input type="checkbox"/> Safety/education		
<input type="checkbox"/> Recreational Airstrip Committee <input type="checkbox"/> Aviation Issue Support <input type="checkbox"/> Other (specify) _____		
MPA dues include subscription to bi-monthly newsletter "Heading Bug"		
Individual MPA membership (\$20/yr Jan-Dec).....		\$ _____
Associate member (those who have not soloed) (\$10/Yr).....		\$ _____
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<b>Montana Pilots' Association</b>		
<b>P.O. Box 1178</b>		
<b>Seeley Lake, MT 59868-1178</b>		

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**MONTANA PILOTS' ASSOCIATION**



**INCORPORATED**

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