

MONTANA PILOTS' ASSOCIATION



Heading Bug

January/February 2005

NOTAMS:

This is a request to write your senators ASAP. Legislation (Senate Bill 955, amending the Volunteer Protection Act of 1997 to include pilot volunteers) which will benefit volunteer pilots (Angel Flight, EAA Young Eagles, search and rescue, etc.) passed the house 385-12. It's good legislation, but the trial lawyers are worried, so your senators need to hear from YOU. Please go to the MPA Web site (www.montanapilots.org) for complete information on the senate bill and sample letters.

The deadline (January 18, 2005) has come and gone for flight instructors to receive the Transportation Security Administration's (TSA's) mandated security awareness training. Many instructors still have questions, or have had problems with TSA's online training course, including printing out the graduation certificates. TSA officials are much more concerned about instructors and flight school employees getting the security awareness information than they are about chasing after missed deadlines. So, AOPA convinced the agency to accept a tried-and-true (if decidedly low-tech) method of proving compliance. Much like an endorsement, instructors can now make an entry in a logbook or other permanent record to show they've completed the required training. The logbook entry should read, "I certify that I received security awareness training, as required by 49 CFR part 1552, on the date indicated above. I also certify that any alternate security awareness training program I used to comply with 49 CFR part 1552 meets the criteria in 49 CFR 1552.23(c)," and be signed by the CFI. All CFIs, whether or not they intend to train foreign students, should get the training as soon as they can. The TSA program is available online and takes about a half-hour to complete.
Avflash 1/24

President's Message:

This will be my last President's Message in the *Heading Bug*, so I would like take this opportunity to thank those of you who can't make it to Butte for the Montana Aviation Conference and Annual MPA Meeting for your support in making the MPA what it is today. For those of you who will be attending the conference, I look forward to seeing you there. I'll be handing over the gavel to the next MPA President on March 5 and I can honestly say I have enjoyed every minute of my presidency; what a great bunch of people you are to work with.

Looking back, recreational airstrip maintenance again tops the list of MPA accomplishments. By joining forces with other organizations and friends, the MPA continues to volunteer countless hours for the betterment of Montana recreational flying. Our participation in the Volunteer Program with the US Forest Service at Meadow Creek, Spotted Bear and Schafer has proven to be a win-win for both the Forest Service and the Montana aviation community. There were close to 400 on-site volunteer hours logged last summer to help maintain and preserve these three strips alone.

Members of the Recreational Airstrip/Airport Committee (RAC) and others who support their mission have had a very active year. Taking front stage is their involvement with US Forest Service and BLM Management Plans. First, by providing testimony for several Forest Plan Revisions and Forest Travel Plans that are being updated, stressing the importance of aviation within the forest corridor, as well as pointing out why equal access rights and airstrips as interior trail-heads should be included. Secondly, by monitoring, participating and providing testimony to the BLM on their Resource Management Plan (RMP) for the Upper Missouri River Breaks National Monument. The current draft RMP includes, as its preferred alternative, six airstrips which should be available for public review and your support this summer. To all of you I thank you for giving your time so we all can benefit.

The MPA Promotional /Hospitality Tent was taken to fly-ins at Polson, Three Forks and the MPA Fall Fly-In at Glasgow this past summer. Not only does this promote the MPA and its mission, it gives all fly-in participants the opportunity to get out of the sun, sit, relax, visit and meet new friends.

Keeping the communication channels flowing, Art Lindstrom has done an outstanding job as editor of this publication. He also took on the position as editor of the Web site to better coordinate how news and articles are presented to our membership. Also, to better inform you as readers on what is going on in neighboring states, the MPA has recently established reciprocal newsletter agreements to share information and articles with surrounding states. Thanks Art!

Both the Gallatin Valley and the Mission Valley have new local hangars. This brings the total number of hangars in our state to sixteen. To those of you who made this happen, thank you.

Our membership just keeps on gaining momentum. Keep it rolling by sharing this newsletter with someone you know who will benefit from its content. Then, hopefully, he or she will join to support, preserve and promote what we as MPA members already do in Montana - fly and enjoy the Big Sky!

Thank YOU for your support!

Chuck Manning
MPA President
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2005 Calendar of Events

- Feb. 5-6**—Flight instructor refresher clinic—for more information call—406-444-2506
- Mar. 3-5**—**Montana Aviation Conference**—Butte (BTM)—for more information call—406-444-2506
- Mar. 10-12**—16th Annual International Women in Aviation Conference—Dallas, Texas—for more information—www.wai.org
- Mar. 10-12**—2005 Idaho Aviation Festival—Boise Centre on the Grove—for more information—www.itd.idaho.gov/aero/AviationFestival or call 208-334-8775
- Mar. 14-16**—Aeronautics Board Meeting—for more information—406-444-2506
- May 21-22**—Northwest Aviation Association (NAAA) Fly2Fun aviation event at the Linn County Fair & Expo adjacent to the Albany Airport (S12), Albany, Oregon—for more information—www.Fly2Fun.org
- May 27-29**—Benchmark Airstrip work session
- May 27-29**—Spotted Bear Airstrip work session
- June 5**—Airshow Malmstrom Air Force Base—featuring the Thunderbirds
- June 17-19**—Meadow Creek Airstrip work session
- June 17-19**—Frank Bass Annual Father's Day Fly-In and Pancake Breakfast—Ft. Peck Airport (37S)—Friday; Cow Creek Fly-In, Saturday; boating, fishing, water skiing, tours of the new Interpretive Center and fish hatchery, float, kayak or canoe the Missouri River with a Lewis and Clark history lesson, BBQ at the airport or Summer Theater - Little Shop of Horrors (Friday, Saturday, and Sunday night 8pm), Sunday; the famous Frank Bass Annual Father's Day Pancake Breakfast
- July 16-17**—Schafer Airstrip work session
- July 30-31**—Mountain Madness '05 Airshow—Glacier International Airport (FCA) Kalispell—featuring the Blue Angels, Pietsch Brothers, Jim Franklin and Schocklee Jet Truck
- Aug. 21**—Seventh annual Polson Fly-In at Polson (8S1)

Montana and the MPA mourn the loss of three more pilots—On Dec. 4 MPA members Brandon Speth, Jim Bastiani, and friend Cliff Lincoln died in the crash of Speth's Cirrus SR-22 airplane. The accident occurred in the Bridger Mountains south of Bozeman. The Gallatin Valley Hangar held a memorial service on Dec. 11 at the Sky River hangar on Gallatin Field in Bozeman. Bastiani was a retired Delta Captain, collector of antique airplanes and instructor. Speth was the consummate entrepreneur who dove headfirst into any venture he chose. Flying was his latest and greatest endeavor. Lincoln was a long time farmer and well respected airplane mechanic who loved flying.



2005 Awards Committee Needs Applications!

The nominations for the awards to be presented at the Montana Aviation Conference March 3-5 in Butte are due now. **Nominations are needed** for the following awards:

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

A full description of the awards can be found on the MPA Web site (www.montanapilots.org). These awards will not be given if a suitable candidate is not nominated.

Please send your nominations, except the Junior Pilot and the Flight Training Awards, to Bob Hollister, bhollister@rangeweb.net or via snail mail to Bob Hollister, PO Box 1211, Forsyth, MT 59327, by Feb. 15.

For the Junior Pilot Award and Flight Training Awards please contact Jeanne MacPherson, Montana Aeronautics Division, jemacpherson@state.mt.us by Feb. 15.

31-inch Alaskan Bushwheel raffle—A set of Alaskan Bushwheels (value \$3,300) was donated to the Recreational Aviation Foundation (RAF) and will be raffled during the Montana Aviation Conference in Butte. The tickets are \$100 each or five for \$400 and only fifty (50) tickets will be sold. The winner not only receives the tires and airplane specific STC, but his/her MPA Hangar will receive \$250. If the winner is not an MPA member, the \$250 will go to the MPA general fund. A complete list of available STC's is available on-line at www.akbushwheel.com



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Hangar Reports

Gallatin Valley Hangar—latest meeting was Jan. 20 and was a dinner meeting and election of officers for 2005. Our new president is Mike Pearson of Belgrade, vice president is John McKenna of Belgrade and secretary/treasurer is Walt Weaver of Bozeman.

The program was a slide presentation by David Weston with highlights of his trip to Thailand, and the air tour that he flew with the Thailand Flying Club. David had some interesting insights on flying into the "smaller" airports around the country and some great photos of the countryside.

Construction on the transient pilot shelter and picnic facility on Gallatin Field is progressing well with most of the concrete and decorative stone work nearing completion.

Even though, the Gallatin Valley Hangar is one of the newest chapters in the state, it has over 50 members and is expecting to exceed 60 shortly. *By Dennis Guentzel*

Miles City Hangar—has not done much this winter. Our 2004 officers were elected to serve another year, Lee Richardson, president, Monte Reder, vice president and Barb Hirsch, secretary/treasurer. The following dates were scheduled for 2005: the 2nd Annual Steak Fry on the first weekend in June at the Sunday Creek Air Park and the Annual Hirsch Ranch Fly-In on the first weekend in October at Alvin and Barb Hirsch's. We had a very good turn out and some great food last year at both events, and are hoping to have more planes this year.

We would also like to get the Rondi's started again, so if there are plans or suggestions please let us all know, we have missed them. Well, that is about it from Miles City. Don't know how many will attend the conference. We here at the Hirsch Ranch will be calving so hope you all have a great time. Good flying. *By Barb Hirsch*

Mission Valley Hangar—met Jan. 24 at the Buffalo Ranch Café in St. Ignatius. Members first met at the St. Ignatius airport to check out the new self-fuel facility. The program was provided by Nels Jensen, a retired Forest Service pilot and now a consultant. He presented a video on the Evergreen International Airlines B-747 being developed as an airtanker. The B-747 can drop 20,000 gallons on a fire which is seven times as much as the largest current tanker. *By Jerry Kurzenbaum*

Valley Hangar—has proposed the following projects for 2005: February or March—hosting a chili feed on Fort Peck Lake. This gathering will be short notice because the lake conditions and weather have to be right. Anyone interested in participating can leave their e-mail address with valleyhangar@yahoo.com or phone number with Prairie Aviation, 406-228-4023

June 17-19 Frank Bass Annual Father's Day Fly-In and Pancake Breakfast at Fort Peck Airport (37S). On June 17, fly to Cow Creek Airstrip in the Upper Missouri River

Breaks National Monument (working with the Great Falls Hangar for activities at Cow Creek). On June 18 fly to the Fort Peck Airport for boating, fishing, water skiing, tours of the new Interpretive Center and fish hatchery, float, kayak or canoe the Missouri River with a Lewis and Clark history lesson, BBQ at the airport or Summer Theater - Little Shop of Horrors (Friday, Saturday, and Sunday night 8pm). On June 19, the famous Frank Bass annual Father's Day Pancake Breakfast.

July – plans for a group of airplanes to fly to Alaska to visit our Montana National Guardsmen stationed there.

August - proposing an air tour to trace Lewis and Clark's Journey from Bismarck, ND to Three Forks, MT. This event would be just prior to the Three Forks Fly-In. If anyone has thoughts or suggestions, please e-mail valleyhangar@yahoo.com. *By Rusty Dahl*

Vigilante Hangar—Our monthly meeting for November was held at the usual time (second Wednesday of each month) at Vetter Aviation. We had a presentation from Steve Jones, safety officer at the Helena FSDO, entitled: "The Ups and Downs of Take-offs and Landings." It qualified those in attendance for one hour of ground school for the Wings Program.

We had our Christmas Party Dec. 8 at Vetter Aviation's Hangar. It was scrumptious, and well-attended. After dinner, we held a short business meeting, and elected officers for the coming year. Bill Gallea, president, Oliver Bucklin, vice president and Jeanie Ferguson, secretary/treasurer. To round out the evening, we had a 'Chinese Gift Exchange', and that brought on lots of laughs.

Our January meeting was held at Vetter's on our usual date—the second Wednesday of each month. Fourteen brave souls ventured out ahead of the approaching storm and came to hear one of our members, who is an A & P, as well as a pilot, talk about "Improving Your Pre-flights." However, our speaker also owns a towing company, and he couldn't come at the last minute, due to a deluge of calls.

Fortunately, our newly-elected hangar vice-president, Oliver Bucklin, filled in for our missing speaker. He had just been out with the HLN airport staff when they were testing the runway braking action using their truck and "decelerometer." He explained how runway friction is measured and gave us an in-service on the mu system of reporting runway braking action, which has been instituted this winter at Helena Regional Airport. It was a very timely talk, given the harsh winter conditions which had settled in.

Our next meeting will be held Feb. 9 at Vetter's, and will feature Jeanne MacPherson, speaking on survival kits for our aircraft, and on winter survival skills...that is assuming she survives the upcoming weekend, where she'll be attending the Annual Winter Survival Workshop. *By Bill Gallea*

Dec. 11 MPA Board Meeting Summary—

The meeting was opened with a moment of silence for the pilots and MPA members lost this year in aviation accidents.

Treasurer's Report: Financial Reports YTD 11–30-04, reviewed and approved as presented and discussed.

General Funds	\$10,076.04
Junior Pilot Funds	6,206.24
Recreational Airstrip Fund	17,968.74
War Chest Funds	10,097.37
Cash	105.94

Informational and Appointments:

- **MPA President**, Chuck Manning presented letters of support of backcountry airstrips in Montana and neighboring states that he had mailed out representing the MPA. The correspondence with Governor-Elect Brian Schweitzer, regarding nominations from the board for the MPA representative seat on the MT Aeronautics Board was discussed. Present nominees and the process involved in appointments were discussed. Anyone who would like to participate in the appointments process may do so by going to Web site <http://govelect.mt.gov/>.
- **MT Aeronautics Board** – Representative, Frank Bass, reported next meeting scheduled for Jan. 19-21. Loans and grants will be covered at that meeting. A request will be made for appointments to not be made or not filled, until after the loans and grants are approved, as it is important to have continuity of board members.
- **Aviation Organizations of Montana** – Representative, Bailey Egan. Update on status of Real Estate Disclosure bill regarding property around airports
- **Communications** – Chairman, Art Lindstrom
- Six issues of the *Heading Bug* were published in 2004 on a bi-monthly basis. The first two issues were sent to all the FAA licensed pilots in the state and the last four were sent to members only. The last issue had 650 printed and approximately 85 members have chosen to receive their copy electronically.
- **Education / Safety** - Chairman, Jim Lewis reported ideas for promoting aviation education
- **Membership** – As of this date about half of the 2004 membership (over 350) have sent in their renewals for 2005.
- **Recreational Airstrip Committee** – Co-Chairmen, John McKenna and Dan Lilja. Dan Prill reported on the Lewis & Clark Travel Plan and Chuck Jarecki reported on the Flathead meeting with Deb Mucklow. Three airstrips are scheduled for maintenance – Spotted Bear and Schafer need routine maintenance, Meadow Creek will need the tractor to smooth the runway. It has been determined that there is no way to get water at Meadow Creek unless a well is drilled.

Ad Hoc Committees:

- **Nominations** – Nominations will be accepted for the following officers to be elected at the General Membership meeting at the Montana Aviation Conference in Butte; State MPA President, Eastern Vice-President and Eastern Director. Contact Joe Roberts for nominations.

- **Scholarships & Awards** – Send recommendations for awards to Bob Hollister.
 - **Old Business:**
 - **Committees** – Review function and appointments
 - **Finance** – Executive board will review budget.
 - **Communications** – Web site links to Lewis & Clark and other recreational and aviation websites. Map of the state with links to every city by clicking on the city. Information comes up about the city including airport. The Laurel Web site is an example.
 - **Aviation Archives** – Discussion
 - **2005 Conference** – Byron Bayers, Southwest Hangar. The MPA is slated for our Annual Meeting to be held at 8:00 am Saturday with a board meeting preceding it at 6:30 am. We plan to sponsor two, one-hour back-to-back concurrent sessions later in the day. The concurrent sessions will cover some form of a parliamentary procedures workshop and a session on officer training, and possibly membership recruitment and program ideas. We plan to sponsor a hospitality room as usual, but need to remind hangars that a contribution of approximately \$25 is greatly needed. We usually spend about \$400, which includes the room, beverages and hors d'oeuvres. The refreshments are complimentary.
 - **Web site** – Yoshie Simmons presented a print-out of the proposed Web site layout using the Dreamweaver Program. The project was discussed.
 - **Merchandise Sales** – It was again stressed that merchandise sales need to be centralized – one person to coordinate merchandise through the Web site. Looking into merchandise shops which offer a service where they receive the orders through our Web site or link, ship them and accept payment directly with a credit card.
 - **Fall Fly-In** – Discussed ideas.
- ### New Business:
- **Forest Service 100-Year Celebration** – Ideas reviewed.
 - **Awards & Scholarships** – A motion was made to open a new award category in order to present an award to a member or non-member who has made an outstanding contribution to aviation in Montana. The name of the award to be determined later. Motion approved.
 - **Northwest MT Youth Aviation Fund** – A motion was made and approved to enter into an agreement with the Flathead Hangar in regards to the Northwest Montana Youth Fund bank account at Whitefish Credit Union.
 - **Audit for 2004** – Discussed plans for audit.
 - **Web Alerts** – Discussion was held regarding requests to inform our membership through e-mail of alerts of interest to the aviation community.
 - **Recreational Aviation Foundation** – Discussion of funds tabled in order to be put on agenda.

Thank you to Tim Robertson and Century Paving for sponsoring the meeting room at the Yogo Inn. Also, a big thanks to the Central Montana Hangar for inviting the board members to their Christmas Party that evening. Santa Claus and his elf arrived to pass out gifts for all. By Geanette Celbuski

Clark and Lewis according to Cebulski and Guelff

—When you are a budding “navigator” there is no better way to begin an adventure than having your best friend get her pilot’s license. Geanette Cebulski did so December 2001 and we had toyed with the idea of flying to the 99’s meeting in Anchorage. A high degree of howling on the home front regarding the distance (even though we had been to Alaska before under Geanette’s husband Wade’s pilotage) led to the admonition to “stay within the State of Montana.” So we did, kind of.

On June 24, 2002, we took 3720R, the Seeley Lake Flying Club’s plane, and started on a Clark and Lewis, the backwards version of Lewis and Clark. We left Seeley Lake and headed for Helena, me with chart in hand and Geanette at the controls. As we approached Great Falls I reverted to my “big” airport hysteria, a hangover from my pilot husband’s aversion to radio, and complained to Geanette about our approach to “one of those rings” on the map. As Geanette flew blithely on my voice raised an octave as flying into “ring number two” was imminent. Yet on she flew, calling Great Falls tower and receiving permission to not only fly over town, but also circle and get a good look at the falls. At this point I was in shock but after a couple turns checking out the falls I realized we were not going to be shot from the skies and began to enjoy the view.

As we progressed, each airport on our route was pinpointed and eyed as a possible landing spot. We followed the Fork Peck shoreline, and yes it is as convoluted as the chart shows, which also means we used more fuel following it. Nevertheless, we arrived in Sidney with some remaining in our tanks...We broke the “only in Montana” rule on this leg by following the Missouri into North Dakota to its confluence with the Yellowstone. After all, we were supposed to be tracing Lewis and Clark’s route. On our approach to land in Sidney we had a conversation with some spray pilots that we are still being harassed about at home. Oh well. Sidney had a big wind and a really nice FBO. We were told we could stay in the FBO overnight. Later, when we saw the spray pilots taking off we decided, if it was calm enough for them it would also do for us. So, it was on to Miles City for the night. It was a very good but long day for my rookie pilot and me.

At Billings the next morning the tower had Geanette do some evasive maneuvers, so we didn’t get to putt right over the top like at Great Falls. She handled the “so many degrees this way and so many that way” with aplomb. We then headed for the acid test, West Yellowstone. We faced more wind, higher mountains and narrower valleys. We checked out Yellowstone Falls and the buffalo on the flats. After a super landing we headed for the pilots’ campground to set up our tent. We put the bicycles to use riding to town to purchase supper and pedaled back to cook it at the campground. What a nice set-up that is!

Our final day we fueled in Helena and returned to Seeley Lake without incident to complete the Clark and Lewis. I told my pilot, “Congratulations, you now own the State of Montana.” *By Jan Guelff*

MUSTANG ROUNDUP PLANNED AT RENO—

Stallion 51 Corporation of Kissimmee, Florida, and the Reno Air Racing Foundation of Nevada are trying to gather together in one spot all the flyable North American P-51 Mustang fighters and the heroes that flew them. The event will take place June 8, 2006, in Reno, Nevada, and could draw as many as 100 Mustangs and 51 aces and heroes who distinguished themselves in combat. It is called the Final Roundup and follows a 1999 gathering of 65 Mustangs and 12 wartime aces in Kissimmee. *AOPA ePilot 1/21*

FAA goes after "Hero"—No good deed goes unpunished, it seems, although we’d be surprised to see the FAA throw the book at Jeremy Johnson. Johnson, battling high winds and rain, used his private helicopter to help rescue a southern Utah family from a massive flood that washed away their home and most of their possessions last week. Then, he offered rides in his Robinson chopper over the flood-ravaged area for a \$100 donation to the family, raising \$5,000 in the first four hours and \$20,000 total over two days. That was after ferrying supplies, taking an explosives expert to a blockage in the river to blow it up, and basically flying his tail off for a week to help his neighbors. But while his community is hailing him as a hero, the FAA is alleging he broke a couple of rules in the process. "I'm afraid they're going to suspend my license," Johnson told The Associated Press. One of Johnson's alleged crimes is that he failed to give the FAA seven days' notice before offering rides in the helicopter. FAA officials are also questioning whether his spur-of-the-moment kindness qualified as a bona-fide charity. As for carrying the explosives expert and his explosives to the river jam (at the request of emergency officials), the FAA's Hazardous Materials Division is reviewing that move's legality. FAA spokesman Allen Kantzer confirmed that Johnson could face "as little as a reprimand or as much as a revocation of his license." Regardless of what officialdom thinks of his activities, Renae Ludwig, whose daughters Johnson flew to safety from the flood, has her opinion. "He's my angel wings. I'm just overwhelmed by everything. I can't believe what he's doing." *AVflash 1/24*

Convicted felon wants money back—A Pennsylvania pilot who used his aircraft to cause a series of potential disasters, claims the punishment meted out is too harsh. John Salamone was jailed for up to 23 months (he's appealing) and also forfeited his Piper Cherokee for an allegedly drunken spree over Pennsylvania and New Jersey a year ago, that forced evasive action by six airliners and some close encounters for a police helicopter. Now Salamone wants the \$34,000 selling price of the plane that a judge ordered him to forfeit to the Montgomery County district attorney's office. Salamone's lawyer, Joseph P. Green Jr., claims the forfeiture amounts to double jeopardy, because Salamone had already been sentenced to prison for reckless endangerment and risking a catastrophe. During the trial, prosecutors said the airplane was contraband used in the commission of a crime and therefore subject to forfeiture. No word on when either appeal will be heard. *AVflash 1/24*

A brief history lesson on Schafer Meadows...

The following are excerpts (in Charlie Shaw's words) taken from a meeting held at Division of Aeronautics Office, July 29, 1975 on the Great Bear Wilderness - Senate Bill 392.

"...William Schafer was an old trapper. He had a cabin in there about a quarter of a mile up river, and the remains of the cabin are still there. He died about 1904. They found him dead and all his furs were gone. They more or less called it a natural death but his furs were all gone. These fellows started to take him out. They got out about eight miles, and got to the mouth of Lodge Pole Creek. They buried him there. Slippery Bill Morrison is suspected of killing Schafer. Wm. H. Morrison said, "I killed him. Now I told you, now you prove it." Wm. H. Morrison was the first ranger of the Schafer district. He had squatter's rights to the summit. He was in there before the railroad. He was a big gambler when the railroad went through. That is where he got the name of Slippery Bill. His squatter's rights took in all of the summit. He never had a deed to it. The forest service asked him about putting the road through, and he said "ya" put it through. They asked him about putting up the Roosevelt memorial. He said they could use his land for a monument to Teddy Roosevelt. He, Morrison, said when I die this land goes back to the forest service. And they wrote up a document to that effect. He died March 6, 1932."

"...I went into Schafer Meadow as a forest service employee in 1928. At that time the ranger station was at Three Forks. They built a little airport at Three Forks, and moved into the first big building in 1929. I was working in the district in

1932 when hand-work began on Schafer. In 1933, they worked full-force with hands and a team of horses. In August 1933, the first plane landed on the unfinished field. Fred Buck, a local pilot from Kalispell, picked up an injured man.



2004 Schafer work party.

We went ahead and each year did some maintenance on the field. It was a short field. I might mention that it was all Flathead Forest money. Later when I became ranger at Schafer we got the first tractor in there. In 1950-1951, the field needed repairing. Dragging the field was done with a Wisconsin drag (homemade drag). The regional office wanted the field closed in 1951 because it was impossible to maintain it. I asked the supervisor if they could let me experiment with the field. We had a four-horse grader which we experimented with. We extended the front wheels out about 20 feet with poles. This filled all the holes and made a better field. This was also the first year (1951) that we received state aid for the airstrip.

I left the district in 1958 and went to the supervisor's office. In 1959, we received considerable money from the bureau - the Montana Aeronautics Commission. With this money, the forest service saw its way clear to walk a Cat in there. They walked a Cat over the continental divide, down Lodge Pole Creek into Morrison and into Schafer on a trail. They extended the field to the west, clear out to the break in the river. Then they walked the Cat back out. This was in 1959. After this there was yearly maintenance on the strip. In the history of the field, we have had only one plane wrecked on the airstrip. This was a couple of fellows from Missoula. This was about 1941. In 1952 the station was closed at Schafer and everybody moved out. Some hunters were in there. One fellow came in on a plane. Two planes collided over the west end of the field in mid-air. Nobody saw it or heard it. Nobody knew anything about it. All four men were killed. A hunter who had expected to be picked up by one of these planes, came by this wreck. He recognized the plane and called Spotted Bear and reported it. That is the extent of the disasters at the Schafer field."

Charles S. Shaw worked on Flathead National Forest ranger districts for 31 years. Thirty of the 31 years were spent on the South and Middle Forks of the Flathead River. He started his assignment in 1922. In addition to his work as a forest ranger, he served in the Supervisor's Office in Kalispell for two years and three years in the Northern Region Headquarters, Division of Operations in Missoula. He retired June 30, 1964.

FAA PLANS TO REQUIRE PILOTS TO REPLACE PAPER WITH PLASTIC

In the next two years, the FAA wants all pilots to trade in their paper certificates for the more terrorist-proof plastic model unveiled in 2003. Initially, the agency was going to let the paper editions be replaced by the natural attrition of wear and tear, or when pilots got new ratings or certificates. But AOPA says the agency is now developing a rule requiring replacement of the paper pilot certificates within two years (five years for other types of airman certificates). But even that may be an interim measure. The agency is still working to get photos on the certificates (mandated by Congress last year), but it's hung up on the mechanism for actually getting the pictures taken. (We understand cameras work well for that.)

Among the procedural suggestions is that medical examiners be issued digital cameras to take photos as part of the examination routine. In the meantime, pilots must carry their

driver's license with them. Getting a plastic certificate is as easy as ordering one online for \$2 (<https://amsrvs.registry.faa.gov/amsrvs/logon.asp>). You can save yourself the two bucks if you tell the FAA you want your social security number removed from your certificate for privacy or security reasons. *AOPA ePilot 1/21*



J.P. McGuire, WWII glider pilot—With all the recent media attention being given to the battles of World War II, it is worth our time to remember some of the Montana heroes. James Parker McGuire was a Montana pilot, businessman, banker, FBO owner and for a few years of his life, a war hero. J.P. was a glider pilot with the 432nd Troop Carrier Group in Europe in early 1945. The pilots of the 432nd had a life expectancy of only one and a half missions, but J.P. flew five missions and survived to return to Montana. A battle field chaplain once asked to go along with him on a flight and J.P. asked “why did you choose me?” The chaplain replied “because you come back.”

J.P. was born in Pasco, Washington, in 1918 to a Northern Pacific Railroad auditor. He learned to fly in Livingston in 1934 at the age of 16. His service career in the U.S. Army Air Corps took him to Twenty Nine Palms, California, and then on to Victorville (later called George Air Force Base) where he graduated from glider school with 200 other young men. He and one other member of the graduating class were asked to stay in Victorville to instruct in the Waco and Cessna gliders. After instructing for a while he was sent to Louisville and then Bowman Field and finally to Europe.



Glider used to transport troops behind enemy lines in World War II



Glider after landing behind enemy lines and breaking up. Photo by J.P. With his Kodak Brownie

J.P. loved to tell stories of his experiences and would always remind anyone listening that he would have rather been flying a P-51 than gliders. The gliders carried either, fully geared combat troops or jeeps and mobile artillery and usually broke up on landing and most of the time the landings were behind enemy lines.

The English thought they were doing the glider pilots a great service by setting out smoke screens to hide the landing activity, but the smoke merely told the Germans where the landing area would be. They were an easy target for the enemy.

Two gliders would be towed to the landing area by a C-47 (DC-3) and would then release. Since they were at low altitude the gliders would be able to make two 90° turns to the left before landing. Not much time to ma-



German planted poles to prevent glider landings. Photo by J.P. With his Kodak Brownie.

neuver to miss the heavy poles planted upright in the ground by the Germans as a defense against the gliders. The last big glider invasion was in Wesel, Germany, and was given the mission name “Varsity.”

J.P. holding a German captured after landing. Photo from the Kodak Brownie J.P. carried with him.



When J.P. returned to the states he flew DC-3s for Colonial Airlines, which later became Eastern Airlines, before returning to Montana. J.P. was in business in Miles City for some time and then relocated to Livingston as an FBO owner. He later became a banker for the Ed Towe banks in both Bozeman and Belgrade. He loved the opportunity to fly the banks board of directors around the state for their meetings.

J.P. retired from banking and moved to Arizona because of a lung disorder. He later moved to Port Angeles, Washington where he died in 1992. J.P. was a colorful person, a great friend, a pioneer in Montana aviation and an unsung war hero. *By Jim Monger, Gallatin Valley Hangar*

Do you have a story?—If you do please send it to the *Heading Bug* editor. Do not worry about being a good writer or using proper grammar, that is the editors responsibility to take rough drafts and polish them into articles. The *Heading Bug* also needs articles on where to go for the proverbial \$100 hamburger on the East side of the state. It is cold outside so sit down by the fire and write something for your newsletter.



KitFox Sweepstakes—EAA Chapter 517 in Missoula is conducting a fund-raising sweepstakes and the grand prize is a beautiful 1997 KitFox Model V (appraised value \$48,500), first prize is a Garmin GPS and second prize is a Lightspeed ANR headset. The sweepstakes will end at noon (MST) April 2, 2005 or when 4,000 tickets are sold, whichever is first. The tickets are \$25, or ten for \$200 (a maximum of 4,000 tickets will be sold). Full details on the sweepstakes can be found at Chapter 517’s Web site (www.eaa517.org). You can download the entry form from the Web site or request an entry form by snail mail at; EAA Chapter 517, Inc., P.O. Box 16446, Missoula, MT, 59808 or by e-mail at: EAACChapter517@aol.com.

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