

MONTANA PILOTS' ASSOCIATION



Heading Bug

July/August 2005

NOTAMS:

Lycoming Crank NPRM Issued—

The FAA has issued a Notice of Proposed Rulemaking (NPRM) on Lycoming 540 and 360 series engines that were the subject of a company Service Bulletin and recall two weeks ago. The good news, according to AOPA, is that parts are in stock and the fully funded repairs of the 1,128 engines shouldn't take too long. Lycoming is estimating the engines will be in their shop for 10 days and the rest of the down time is dependent on the removal and re-installation. The FAA didn't issue an Emergency AD on the engines, which have suffered 12 crankshaft failures in the past five years. The NPRM comment period lasts until Aug. 22 and then owners have 50 hours or six months, whichever comes first, to comply. "Three years ago, Lycoming did a good job, in most cases, in covering reasonable expenses and getting claims processed," AOPA spokesman Woody Cahall said.

Heard on the radio

A student became lost during a solo cross-country flight.

While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."



Photo by J.C. Kantorowicz

President's Message:

I just returned from the annual work session at Schafer Meadows, and it's always one of the highlights of the summer flying season for me. This year the holes in the grass runway were filled, lodgepole was peeled to fix the fence, windsocks were replaced and a new coat of orange paint for the fence running under the approach to runway 25. Thanks to all who showed up to help!

Of course, it's not all work at Schafer. It's always good to see old friends again, and the songs sung and stories told around the campfire make it a memorable experience. There's also the dinner provided by Loren Smith and Jane Mart served on Saturday night—always something special followed by the old-fashioned, hand-cranked ice cream. It has to be non-mechanized ice cream in the wilderness, right?

MPA participates in several other work sessions throughout the summer. The Benchmark and Spotted Bear work sessions were held on Memorial Day weekend and this year more work was done on the south end of Meadow Creek extending the runway to the south (the new portion is closed until re-seeding is successful). Because the airstrip is not actually in the wilderness, only adjacent to it, Chuck Jarecki, Perry Brown and others were able to bring in equipment to smooth out the runway. MPA works in partnership with the Aeronautics Division and the U.S. Forest Service on these annual projects.

I did not get to the Del Bonita work session held a few weeks ago, but understand a lot was accomplished. The field was mowed and the tie-down area made accessible. This is a really nice turf strip which is convenient when clearing customs either north or south bound. With help from the north side of the border, it had the distinction of being an international work party.

I know that several local hangars have taken an airstrip or two in their vicinity as a project of their own. One example is the work that the Southwest Montana Hangar did on the Wise River airstrip a few weeks ago. We appreciate your good work and acknowledge that this is the type of activity that gives all pilots a good name.

It seems that so much about aviation these days is negative. By several accounts that I have read, the general public is convinced that a Cessna 150 poses a greater terrorist threat than any other kind of vehicle. As crazy as it sounds, that's the perception we as pilots have to deal with.

So, it's nice to report something really positive that might affect these erroneous perceptions. In probably the only movie review you'll ever see in this column, I would heartily recommend that you see the movie that will be released later this year called "One Six Right." It is a documentary film that highlights the Van Nuys airport (KVNY), and celebrates the history of general aviation from J-3's to Citations. It focuses mostly on the joy and fun of flying and in poetic terms explains to the general public why we do what we do.

If you want to check out more about the movie I recommend you Google "One Six Right" and you can find out a lot more about it. I predict it will be one of the best things to happen to general aviation this year.

Flying out of Schafer with Helena in the GPS I followed the Middle Fork towards Sun River Pass; the river narrowed to a stream that you could jump over as I crested the pass. Over the pass I could see Gates Park ahead in the widening valley. As I reached Gates Park I looked off the right wing and there was the crown of the Continental Divide—the rock-bound fortress known as the Chinese Wall. Wow, what a view!

It sure was a nice day to be a pilot in Montana.

CAVU,
Joe Roberts
MPA President
406-442-8891
joerob7@msn.com

2005 Calendar of Events

Aug. 4-7—Montana Antique Airplane Association's Three Forks Fly-In—for more information call Steve or Cindy Kleimer at 406-586-2307 or e-mail at sckliemer@aol.com

Aug. 5-7—Staggerwing Fly-In—Seeley Lake (23S)—pancake breakfast sponsored by Seeley Lake Flying Club on Aug. 7—for more information call Wade Cebulski at 406-677-3219 or e-mail at slk3219@blackfoot.net

Aug. 9-12—Aviation Career Academy (ACE) for high school students, for further information or an application call Jeanne MacPherson at 406-444-2506

Aug. 12-14—McCall Family Fly-In—McCall, Idaho (MYL)—Seminars, Dutch-oven cooking with Cee Dub, family and children activities, tours, static displays, fly-bys, pancake breakfast, hangar party with live music, flying poker run, prize giveaways, free EAA Young Eagle flights, and the FAA Wings and PACE programs are just some of the planned attractions. The Family Fly-In is open to the public and fees apply for some activities. For program details and to register visit www.familyflyin.net or <http://itd.idaho.gov/aero/>, or call the Idaho Division of Aeronautics at 208-334-8775

Aug. 19-21—Fourth Annual Montana Fun Weekend—Cut Bank (CTB)—Fourth Annual Fly-In along with the Twentieth Annual Car Show—for more information www.cutbankairport.org or call Dennis Lenoir at 406-873-2221 or 406-450-1443

Aug. 19—National Aviation Day

Aug. 20—Seventh Annual Polson Fly-In & Soroptimist's Wine Festival—Polson (8S1)—Pancake Breakfast, Pitchfork Fondue Steak Fry, Young Eagle rides, RC airplanes, skydivers and antique airplanes—for further information call Bill Olson at 406-883-0600

Aug. 20—Wing's & Wheels Fly-In—Powell, Wyoming—for more information call Orville Moore at 307-754-5234

Sep. 14-18—Reno National Championship Air Races & Airshow—Reno's Stead Field (4SD)—for more information go to www.airrace.org

Sept. 16-18—Mountain Search Pilot Clinic—Kalispell—for further information call 406-444-2506

Oct. 1—Hirsch Ranch Fly-In—30 miles northwest of Miles City

Oct. 8—Dillon Airport's Aviation Day—for further information call Dennis or Jean Devivo at 406-683-5242

Editor's Note (lament)

I am disappointed in the look of this issue of the *Heading Bug*. As you will notice there is not much local or state content to the articles. I realize that our summers are precious and for many who farm and ranch this is the time of year to earn a living. I am not asking for that to change, but I do need help from pilots throughout the state to provide articles. I appreciate the contributions of Chuck Manning, Joe Roberts, Chuck and Penny Jarecki, Jim Monger, Elissa Zavora, John and Tricia McKenna, Bailey Egan, Dan Lilja, Marlin Cooper, Rob McDowell, Geanette Cebulski, Margie Prill, Jeanne MacPherson, Lowell Hanson, Ric Hauer and Pete Smith (if I missed your name I apologize) for providing articles. Their articles have brought positive feedback and have made the newsletter much more interesting.

Bailey Egan, Colstrip, sent an e-mail with suggestions that I would like to share—*"How is the news letter and web site working? It really looks good on this end but I know that there is a lot that does not meet the eye in that job. I'm still hung up on a few ideas that would make the editor's job much easier. I'm convinced that every hangar needs to have a news writer or at least a news communicator and include that selection when they have officer changes. Many times the president or secretary are just not the ones to do the job. A volunteer would be the best and then the editor would have a contact person that might even call in news by phone to a voice mail machine provided by MPA. That takes them off the hook on having it written correctly. Many seem to fear that. I think it would be easy to get a typist that would put it in rough form so your work would not be much more than when you receive stuff now. My other dream is to have a few writers that would volunteer to do a certain number of articles in a specified time on subjects of their choice. My Maintenance Vet articles were very popular but I have refused to revive them until I see others pickup their quill. Tom Wrobel has a world of knowledge on fuels and lubrications from his military training. There are plenty of people that could commit to a certain number of articles for a short time and then someone else could pickup the load for a time. It sure would be nice for you to have some assurance that there would be some fresh material coming in on a regular basis."* Bailey

Do you have a story?—If you do, please send it to airlindy@centurytel.net. Do not worry about being a good writer or using proper grammar, that is the editor's 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. This newsletter belongs to the Montana pilots and for it to be top notch I need your help.



Hangar Reports

Central Montana Hangar—met at the Yogo Inn in Lewistown on June 28 for a regular monthly meeting. We discussed the success of the First Annual Lewistown Fly-In, which took place on June 11. Frank Bass donated his famous pancake recipe, and breakfast was free to all antique airplane pilots who flew in. Peter Wolar, Tim Robertson, and Noel Simmons flew a combined total of 28 Young Eagles during the course of the morning. Hank Galpin flew in with his Travelair 6000 and gave rides, and a T33, owned by Bill Greene, was flown in by Dan Marsh from Bozeman. The event was well attended. The date of our Hangar's annual picnic is Aug. 30, and will be held at the Beacon Star. We will not meet in July and the picnic will be our August meeting. *By Rebecca Smith*

Colstrip Hangar—no report

Flathead Hangar—no report

Gallatin Valley Hangar—no report

Glacier Hangar—meets the third Monday of each month with a bring-your-own food and cook on the barbecue. There has been a large group attending and a lot of stories told. Plans for our Fourth Annual Montana Fun Weekend are being put together. Check out the new Cut Bank Web site at www.cutbankairport.org. *By David Ries*

Glendive Hangar—no report

Great Falls Hangar—held a poker run on June 11 in conjunction with the Lewistown Fly-In and the Fort Benton Lewis & Clark celebration. Sandy Crowder was the winner, her flush paid \$115 which equals 23 participants. A barbeque was held afterwards in Tom Wrobel's hangar and featured Beer Baron Sausages, hamburgers and libations.

The June meeting of the Great Falls Hangar and EAA was held in Tom Wrobel's hangar. Garfield Jermunson gave a photographic presentation of this year's trip taken by the Montana Antique Aircraft Assn. to Utah and Arizona.

On July 9, 11 planes, three Canadian and eight from Montana, with a total of 40-45 members of the MPA, Montana Flying Farmers, Montana Aeronautics Division and Alberta Flying Farmers met at the Del Bonita airstrip for a work session. The Frank Whetstone International Airport (H28) lies on the border between the U. S. and Canada. With U. S. Customs finally reopening their station, Del Bonita is an important crossing point for aircraft traveling either direction. The international work party completed minor maintenance and enjoyed a fabulous picnic hosted by the Alberta crew. The Canadians would like to see this grass strip paved but could not elicit much enthusiasm from the Americans. A little weed control and packing with a roller during optimum moisture conditions would make this 4,400 foot airstrip a first-class destination.

The July hangar meeting was held at Front Range Aviation with one new member in attendance. *By J.C. Kantorowicz*

Miles City Hangar—has been very slow this summer. Everyone has been busy with all the rain and the country is looking great. Now we are having all this heat and it can quit any time. We will have a meeting the first Monday in August at the airport meeting room at 7 pm. Not too sure how many from the hangar will be going to Three Forks, I would say it all de-

pends on the weather and how the harvest is going since some of our members are farmers. Our steak fry at Sunday Creek in June was very well attended and the weather was just great. The next Miles City Rondi will be at the Hirsch Ranch at Rock Springs on the first Saturday in October. Safe flying. *By Barb Hirsch*

Mission Valley Hangar—and EAA Chapter 1122 held their July 11 meeting in Mauri Morin's hangar at Ronan. The July 16 breakfast was discussed (*the breakfast went very well with over 50 pilots and friends showing up for eggs, bacon, ham and pancakes.*) The team is now trained, practiced and ready to serve breakfast and lunch at the Seventh Annual Polson Fly-in on Aug. 20. The hangar and EAA chapter feel the Young Eagle program is great (there was Young Eagle Flying on June 11 and 14) but it needs to have a follow-on program to keep the new aviators interested in aviation. It was decided to take it beyond just a ride and pursue the Explorer Scouts, school programs and maybe even the Salish-Kootenai College to keep the new recruits interested. The hangar and EAA chapter will also set up a reading rewards program with the local schools. School kids who read a minimum number of books including at least one on aviation will be rewarded with an airplane ride. A group was tasked to follow up on the ideas. The next meeting will be a BBQ on Aug. 1 at 6 p.m. in the Polson Airport FBO hangar. *By Connie Plaissay*

North Central Hangar—no report

Roundup Hangar—is inactive

Sanders County Hangar—held its second quarter meeting at Benji's. We watched a very nicely done video by Montana Back Roads of last years Schafer work party and Montana pilots. We also discussed different airports and different places to fly such as Moose Creek Airport in the Bitterroot-Selway Wilderness in Idaho. We discussed McGee airport in Idaho and the work party there on June 25. There were nine airplanes and a lot of work was accomplished, and the field is in reported to be in very good shape. A couple of us from the hangar flew into Moose Creek on June 21. We looked at a couple of plane wrecks one of which was a Ford Tri-Motor. *By Marlin Cooper*

South Central Hangar—no report

Southwest Hangar—no report

Valley Hangar—hosted the Frank Bass Father's Day Breakfast June 19. There was great weather, equally great turnout and everyone enjoyed themselves. Frank was busy cooking and visiting as he always has. The breakfast was hosted in Lanny Hanson's hangar at the Fort Peck airstrip. I want to thank those who stepped in and helped make this event a success.

By Ken James

Vigilante Hangar—no report



An Air Force Helicopter Pilot from Montana has Received Two National Awards for Bravery

Capt. Steven Edwards, Missoula, received the Karen Kolligian Jr. Trophy from the Air Force and the American Legion's Aviator Valor Award after he managed to land his MH-53M Pave Low chopper even though a rocket-propelled grenade had blown away most of the instrument panel on a mission in Iraq in 2004. He is credited with saving the lives of eight servicemen. Edwards received the Koren Kolligan Jr. Trophy on May 6 from Air Force Chief of Staff Gen. John Jumper during a ceremony at the Pentagon. Days later, he received the annual Aviator Valor Award given by the American Legion.

Edwards was leading a two-ship formation providing supplies to combat troops fighting Iraqi insurgents in Fal-lujah when they ran into enemy fire near their first landing zone. Edwards saw the flash of the RPG just before his \$40 million Air Force helicopter pitched upward 80 degrees as shrapnel blew past him and his crew. The blast destroyed the instrument panel and the center wind-screen between Edwards and his co-pilot, said his father, Gary Edwards. Edwards was able to bring the helicopter back under control, despite suffering a dislocated shoulder and injuries to his face, eye, arms and legs. With the loss of lighting in the cockpit and automatic flight control, Edwards had no way to judge his rate of descent, ground speed or altitude.

Within about a minute, Edwards found a way to land the helicopter in a nearby wheat field. However, the engines continued to roar. "He couldn't shut them down with all the instruments gone," Gary Edwards said. "He had to sit there at the controls, knowing the whole time that the enemy was approaching. He told us later that he knew that he could be shot at any moment while sitting there."

Flight engineer Robert Colannino Jr. started tearing down fuel lines from the ceiling of the helicopter's cabin and the engines finally slowed to a stop. The enemy had advanced to within 200 meters of his position before another helicopter swept in and rescued Edwards and the eight other servicemen.

"Capt. Edwards' acts of valor and imperturbable leadership saved the lives of nine U.S. service members," said the Aviator Valor Award citation. Edwards, who is just completing a third tour in Iraq, was also presented with the Purple Heart. *AirForceTimes.com*

FAA Announces Plan for New Security-related Training

The airspace around Washington, D.C., is undeniably complex. And security TFRs can pop up anywhere. But with recent incursions leading to the evacuation of the Capitol and White House, lawmakers are unwilling to settle for the status quo. That's why AOPA has invested hundreds of hours in working to turn their focus from onerous mandates and harsh punishments to education. Those efforts received a boost July 22 when the FAA announced a new training program during a security hearing before the House Committee on Government Reform. The proposal will require pilots na-

tionwide to complete a restricted-airspace awareness training program, such as the AOPA Air Safety Foundation's *Know Before You Go* online course or an FAA safety seminar. Pilots would need to make a logbook endorsement and would receive a completion certificate that they'd be required to carry with them during flights into the ADIZ. Pilots within 100 miles of the ADIZ would have 30 days to comply, while pilots elsewhere would be given 120 days. "This kind of approach is far more reasonable than some of the reactionary proposals we've heard recently," Boyer said. "It just makes sense to educate pilots so they can avoid making a mistake." *AOPA ePilot 7/23*

Congressman's Nationwide GA Security Plan

New York Republican Rep. John Sweeney has introduced a bill that would require written security plans, full fencing on all airports and double locks on all GA aircraft. "These common sense measures will go a long way toward keeping our nation safer at general aviation airports," Sweeney said. However, AOPA calls the proposals "ridiculously expensive" and unnecessary for most GA airports. "Instead, airport owners should work with their local communities to determine what security measures make sense for them," said AOPA spokesman Andy Cebula. "The Transportation Security Administration developed guidelines that can help communities establish standards but they are meant to be just that -- guidelines." The recent concern about GA security has its roots in an early-morning joyride allegedly taken by a 20-year-old student pilot and two of his teenaged friends in a Cessna 172 recently. There have been similar incidents in recent years in the south and central areas of the country, but this one ended at Westchester Airport in New York where there were plenty of people, influential people, to notice. The state of Connecticut (the flight originated in Danbury) has called for a nationwide review of GA security and so has Sen. Hilary Clinton (D-N.Y.). Now Westchester County Executive Andrew Spano has joined in by asking Homeland Security Chief Michael Chertoff and the FAA to require that security measures already in place at Westchester (wheel locks, chains and a common employee ID system) be forced on all GA airports. *Avflash 7/25*

Time to Think About Thunderstorms—With summer in full swing, thunderstorm season is reaching its peak as well. As a reminder about the dangers, AOPA's Air Safety Foundation has released a new four-minute online refresher course on avoiding thunderstorms. The course is free to all and can be viewed on the internet at—

<http://www.aopa.org/whatsnew/newsitems/2005/050701storms.html>. You can also check out the historical patterns of thunderstorms in your region thanks to a new Web site from the National Oceanic and Atmospheric Administration (NOAA). To view the Web site go to—

<http://www.ncdc.noaa.gov/oa/climate/research/sigmet/index.php>. The site displays maps of thunderstorm activity across the U.S. for every month over the last 10 years. Maps are available by region, by air route traffic control region and by major airport vicinity. *Avflash 7/4*

AOPA: FAA's Treatment of Cracks

Unclear—The FAA has released a new draft Advisory Circular (AC) that sets guidelines to allow aging aircraft to continue flying with known cracks, if the crack is not in a primary structure and the airframe can still withstand the ultimate design load. AOPA says the AC needs to clarify that it can be applied to all older general aviation aircraft. "The FAA left out the majority of older GA aircraft from this guidance document," said Luis Gutierrez, AOPA director of regulatory and certification policy. "As drafted, it only applies to Part 23-certificated aircraft. But most aircraft flying today were certificated under the old CAR 3 standards." The AC would publicize a long-existing FAA policy that says an aircraft is still airworthy if the crack is not in the primary structure and the airframe can still withstand the ultimate design load, AOPA said. "It's important that the policy be applied uniformly and predictably to all aircraft in order to keep them flying safely and affordably," Gutierrez said. AOPA also expressed concern that the proposed AC excludes some previously acceptable methods used to substantiate an airplane's ability to fly safely despite cracks. "The removal of those options from the AC would eliminate viable alternative testing methods with demonstrated success in determining the continued safety of the airframe," said Gutierrez. Most older aircraft have developed cracks in some structures because of the natural aging process. *Avflash 7/11*

Younkin, Franklin Die at Canadian Air

Show—Bobby Younkin and Jimmy Franklin, two of the most respected and best-loved pilots on the air show circuit died as a result of a fiery mid air collision at an air show in the

Canadian province of Saskatchewan July 10. The air show was immediately cancelled. The two were performing in the Mas-



ters of Disaster show when their aircraft made contact in front of 20,000 people attending the Saskatchewan Centennial Air Show at Moose Jaw, the southern Saskatchewan community that is home to the Canadian Forces Snowbirds. The other airborne member of the team, Jim LeRoy, landed safely. Franklin's son Kyle, who earlier in the day performed a wing-walking show with his dad aboard their jet-assisted Waco biplane, was at the time of the accident reportedly describing the performance from the announcer's booth. Details, of course, are sketchy and some facts are unclear. According to the Canadian Press: "Two of the planes had crossed past each other when the third came up from underneath and smashed into one of the planes." The aircraft crashed well away from the crowd and emergency crews were on the scene within five minutes but there was nothing they could do for the pilots, according to a Canadian Press story. There

were no other injuries or damage. Col. Alain Boyer, the base commander, told reporters, "Everything was done professionally." ... "These guys were professional pilots ... all the safety measures were there."

David 1, Goliath 0—Each season, the FAA considers adopting a reservation system for IFR operations into such popular destinations as Nantucket, Mass., Aspen, Colo., and other airports with limited facilities and acceptance rates but with high demand. Those restrictions have rarely, if ever, been implemented to restrict or prohibit VFR-only flights. And it appears they won't again, even though the airport management at Sun Valley, Idaho, would like that. At issue is access to the airport serving an annual retreat for well-heeled businesspeople and their jets, all of whom want to use the community's Friedman Memorial Airport. That creates congestion, according to the airport managers, and is something they'd like to avoid. So, they asked the FAA to restrict operations at the airport to IFR aircraft only; the FAA said "no." Of course, they had some help: AOPA. "We felt this would be discriminating against a class of pilots, which is against FAA regulations," the association's Kathleen Roy told the *Sun Valley Times*. According to the association, investment banker Allen & Company attracts a large number of corporate aircraft to its annual bash each July. The FAA's decision infuriated airport manager Rick Baird, who told the newspaper, "It doesn't take a mathematician to understand we could be overwhelmed. The FAA had supported us in attempting to close to small fliers for a period of time so that we have control over what happens." Instead, the FAA will issue one of its more-or-less-standard traffic management programs requiring IFR aircraft to obtain a reservation for each takeoff or landing they want to make at the airport during the conference. *AVflash 7/12*

Trade Groups Move To Stop ASRS

Funding Cut—The National Air Transportation Association and NBAA have reacted swiftly to the FAA's warning that the agency might withhold funding for the Aviation Safety Reporting System (ASRS) due to "budgetary shortfalls." In a June 16 letter to FAA associate administrator for aviation safety Nicholas Sabatini, the two trade groups said "the ASRS program is a tremendous safety benefit to all users of the aviation system. As you know, ASRS encourages voluntary disclosures of safety-related incidents, in exchange for protections, to help safety experts and the FAA identify and remedy potentially hazardous conditions. Without this program, thousands of incident reports that have yielded significant safety information, and that have been relied upon heavily by safety efforts such as Safer Skies, would be lost." Since ASRS was established in 1975, more than 600,000 reports have been submitted by pilots, mechanics, flight attendants and air traffic controllers. According to ASRS officials, no reporter's identity has been breached nor has any reporter been prosecuted solely on the basis of the information reported. *AiNAlerts 7/28*

Edwards Jet Center Flight School in Billings is now Yellowstone Valley Aviation—

Jim Foley is no longer just the chief flight instructor but has added the new title—owner. Jim reports "It has been a lot of work, but it has paved the way for some great changes. For example we now have a Cessna 140 that will be used for tailwheel instruction!" For more information visit their Web site at: www.yellowstonevalleyaviation.com

Flush Times for Aviation Workers—Got experience working on aircraft? Cessna wants you in Wichita ... and Lancair wants you in Bend, Ore. ... and Mooney wants you in Kerrville, Texas. Cessna already has hired 1,000 workers this year and is looking for 400 more. The pool of local workers is just about exhausted, The Wichita Eagle said last week, so Cessna is going on the road with a recruitment drive. Mooney recently hired 50 workers and added a second shift, and more jobs are still open. Lancair hired 165 workers in the first six months of this year, and still has openings, too. "These are good jobs with excellent benefits," Lancair spokesman Ron Wright told www.Bend.com, and some are open to entry-level applicants. "We recognize that not a lot of people will come to us with experience working with composites and assembling complex aircraft, so we've developed an excellent training program to help new employees get up to speed," Wright said. *AVflash 7/18*



Emergency Crew Misses Emergency

Landing—Most pilots like to think they will never have to make that call for the crash truck to meet them on the runway, but we also like to think that if we ever do call, they'll be there. For Greg Stanton, of Rogers, Ark., all those hopes were dashed July 17 when the cockpit of his Piper Saratoga filled with smoke shortly after takeoff. He declared an emergency (specifically asking for rescue vehicles) and headed back to the Rogers airport, watching the oil pressure drop. He touched down safely. On the roll-out, though, "I noticed there weren't any trucks," Stanton told The Benton County Daily Record. "I noticed the bay doors of the fire station were closed. At that point I was starting to wonder, 'Where the hell is everybody?'" Everybody, it turned out, was a crew of two in charge of staffing the airport fire station, and they were in downtown Rogers picking up a part for their ambulance. "It was a fluky incident," Fire Chief Wesley Lewis told The Record. There was also some miscommunication among the tower, the dispatcher and the emergency crew, Lewis said, and by the time it was straightened out the airplane had landed. Lewis said officials are assessing that system to see if the airport crews can instead be in touch directly with the tower. *AVflash 7/18*

"One Six Right" Brings Small Airport to Big Screen—

A documentary film about Van Nuys

Airport, in California, "One Six Right," held its world premiere June 27 in Hollywood. "We had about 900 people in the theater, and the response was overwhelmingly positive," filmmaker Brian Terwilliger told AVweb. The high-definition film aims to inspire people, he said. "I want it to give people a whole new appreciation for these little planes and little airports," he told The Los Angeles Daily News. Terwilliger learned to fly at Van Nuys 10 years ago. He raised \$2 million to complete the 73-minute film and worked on it for five years. Terwilliger is seeking a distributor for the film and will screen it at local L.A. theaters this summer. DVDs will be available by the end of the year, and can be ordered online now, he said. "I think one of the problems in aviation and airports everywhere is the pilots talk to other pilots about how great aviation is. Unfortunately, that message doesn't get out to everybody else," he told *The Daily News*. Van Nuys, which has been in operation since 1928, is said to be one of the world's busiest GA airports. To sneak a peak at the film or order a DVD go to: www.onesixright.com. *AVflash 6/30*



The Red Bull Racing Series Comes To San Francisco—

The Red Bull racing series, www.redbullairrace.com, described as combining the elements of the Reno Air Races, the World Aerobatic Championships and the military's William Tell competition into one action-packed afternoon, will hold events throughout



Europe this year before ending the season in its only North American stop Oct. 8 in San Francisco. The precise location of the race has not been listed on the Web site but it should be available, along with a course map, in the near future. The Red Bull series is working its way through six European dates before the final race in San Francisco and, if ticket sales are any indication of popularity, then the public seems to have an appetite for this kind of thing. Tickets are sold out for the July 24 race at the Rock of Cashel in Ireland. The Red Bull format requires pilots to race through a series of gates and perform mandatory aerobatic maneuvers between each set of gates. And it all takes place in an area measuring only 1,400 meters by 400 meters. *AVflash 7/21*

MONTANA PILOTS' ASSOCIATION - Membership Application Form

Name: _____ Spouse name: _____
 Mailing Address: _____
 City/State/Zip: _____ Home Phone: _____
 Work Phone: _____ E-mail: _____

Please circle one of the local MPA Hangars (chapters) to join: ●Central (Lewistown) ●Colstrip ●Southwest (Dillon, Butte) ●Flathead (Kalispell) ●Gallatin Valley ●Glacier (Cutbank) ●Glendive ●Great Falls ●Miles City ●Mission Valley (Polson) ●Sanders (Plains) ●North Central (Havre) ●South Central (Billings) ●Valley (Glasgow) ●Vigilante (Helena) ●Member At Large (no hangar affiliation)

ANNUAL MEMBERSHIP DUES (JAN – DEC)

MPA dues include subscription to bi-monthly newsletter *Heading Bug*

Regular Member (pilot)—\$25.....
 Household Membership (2 Regular Members)—\$45.....
 Associate Member (those who have not soloed)—\$15.....
 Family Membership (1 Regular and 1 Associate)—\$35.....
 Montana First Year Solo Student Pilot (1st year free)—Free.....
 GA News & Flyer—\$25/Yr

Make check payable to: Montana Pilots' Association , Inc. **Total \$** _____

Mail to: Geanette Cebulski, Sec/Treas MPA, P. O. Box 1178, Seeley Lake, MT 59868-1178

Your membership is paid through this date: (See Address Label on front).

Aviation Career Academy (ACE)

For High School Students Considering an Aviation Career

Share the excitement of the aerospace industry! Fantastic career opportunities for the 21st century and beyond await you at the ACE Academy! Wilderness survival field trip, Great Falls 120th Fighter Wing Air Guard field trip, orientation flights and much more!!!

The Federal Aviation Administration and the Montana Aeronautics Division are sponsoring a four-day aviation career program in cooperation with the Helena College of Technology.

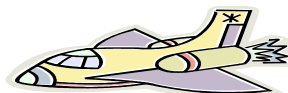
WHO: Sophomore, Junior & Senior high school students (for the school year 2005/2006) interested in aviation (hurry – enrollment size is limited).

WHEN: Aug. 9-12, 2005

WHERE: Helena, Montana – Lodging available for out-of-town students at a local motel, with chaperones, the cost is \$37.45 a night double occupancy ** If you need lodging call Aeronautics Division (406) 444-2506 or email jemaepherson@mt.gov

COST: \$100 (\$50 scholarships are available by submitting a one-page essay on your aviation interests along with your application.)

For further information contact: Jeanne MacPherson, Aeronautics (406) 444-2506 or jemaepherson@mt.gov



To register complete this application and return it to Jeanne MacPherson, Montana Aeronautics Division, PO Box 200507, Helena, MT 59620 or fax (406) 444-2519 applications will be accepted on a first-come-first serve basis.

Name _____

Address _____

City _____ State _____

Zip _____ Home phone _____

E-mail _____

Will you require lodging? _____

Submit this application along with a letter expressing your aviation interest for scholarship consideration— money will be collected at a later date. A full schedule of events will be mailed after acceptance to the academy.

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