

# MONTANA PILOTS' ASSOCIATION



## Heading Bug

March/April 2005

### NOTAMS:

**Tuweep Airstrip in Arizona is closed**—The Tuweep Airstrip on the North Rim of the Grand Canyon in Arizona was closed by the state. Arizona officials have stated they will reconsider if they receive enough input. Your help is needed to write letters ASAP. Go to [www.recreationaviationfoundation.org/raf/tuweep.htm](http://www.recreationaviationfoundation.org/raf/tuweep.htm) for more information and addresses to send letters.

**Governor appoints five new Montana Aeronautics Board members**—Trish McKenna of Belgrade, Ted Schye of Fort Peck, Roger Lincoln of Gildford, Bill Hunt of Shelby and Fred Leistiko of Kalispell have been appointed to four-year terms on the Montana Aeronautics Board by Governor Brian Schweitzer. The five new appointees join current members Chuck Manning of Kalispell, Lonnie Leslie of Miles City, John Rabenberg of Fort Peck and Craig Denney of Billings. The nine-member board has statutory authority over allocation of airport development loan and grant funds and pavement preservation grant funds. MPA member Trish McKenna is chairwoman for the board.

**Governor appoints Butte Airport Manager to Montana Transportation Commission**—Butte's Burt Mooney Airport Manager, Rick Griffith, was appointed by Governor Brian Schweitzer to a four-year term on the Montana Transportation Commission. The commission is composed of five members and charged with selecting and prioritizing state transportation projects and allocating federal-aid highway funds.

Though I fly through the valley of death ..I shall fear no evil.  
For I am at 80,000 feet and climbing!  
(Sign over the entrance to the old SR-71 operating base at Kadana, Japan )

### President's Message:

I would like to thank the members of the Montana Pilots' Association for your "vote of confidence" in me to serve as your next president. I tried to find a way to say "no" to the job—and even tried to recruit some other people—but when it came down to whether I would take the job or not—I had to say "yes".

I had to say "yes" because I appreciate the good work of so many people—extending all the way back to the beginning in 1939—who have invested their time, energy and resources to make the MPA a voice for the general aviation pilots in the state of Montana.

Like most volunteer organizations the MPA has had its "ups and downs." A few years ago, in one of those downdrafts, the statewide membership had dwindled to a little over 400 members and the newsletter was not being published on a regular basis. Chuck Manning from Kalispell is one of the people who "stepped up" at that time and his two years of service as president of this organization have put us on a solid foundation again. Chuck, we are deeply in debt to you for your great service to MPA.

During his two terms Chuck concentrated on building a solid base for MPA to succeed. Membership has now increased to over 700 members and we are publishing a handsome and informative newsletter under the capable hand of Art Lindstrom of Polson. Another strong pillar of support for the MPA is the administrative services provided by Geanette Cebulski of Seeley Lake. Art and Geanette, thanks for all that you do to make the MPA succeed in Montana.

It is also exciting to see some new faces "step up" to positions on the MPA Board of Directors. Rick Kraft of Cut Bank has agreed to serve as the Western Vice-President, and Tim Robertson of Lewistown becomes the Eastern Director. We look forward to the enthusiasm and ideas of these "young guys" on the board. At the same time, we salute three fellows who have served MPA in one capacity or another for many years, most recently in board positions: Jim Lewis of Lewistown who served a four-year term as Eastern Director; Bailey Egan of Colstrip who served as the MPA rep on the board of the Aviation Organizations of Montana; and Frank Bass of Lewistown who just finished a term on the Montana Aeronautics Board as the MPA representative.

There's much more that I'd love to talk about, but I'll save that for another time. Today is just to say "thanks" to the many individuals who work hard and care a lot about the MPA and make it the strong organization that it is today, and the even stronger one that it will be in the future.

CAVU,  
Joe Roberts  
MPA President  
406-442-8891  
[joerob7@msn.com](mailto:joerob7@msn.com)

## Summary of the Board of Directors Meeting and Annual Membership Meeting—

43 members were present at the Annual Membership Meeting in Butte on March 5.

### Treasurer's Report:

The 2004 Audit was performed by Carl Rummell, CPA, courtesy of Dan Prill. Account balances as of Dec. 31, 2004 were as follows:

General Fund	\$10,150.85
Junior Pilot Fund	6,231.77
Recreational Airstrip Fund	17,955.20
War Chest Fund	10,131.67
Cash on Hand	125.94

### Committees & Appointments:

**Recreational Airstrip Committee**—John McKenna reported on the past year's accomplishments and activities. A budget was presented and approved by the board earmarking funds for several backcountry airstrips and local recreational airports.

**AOM**—Bailey Egan, AOM Representative reported on the past year and current activities.

**Education/Safety Committee**—Jim Lewis, chairman, presented an outline of committee goals. Jim reminded us to attend the MPA sponsored, parliamentary procedures presentation by the Ruby Valley FFA to be held that afternoon.

**Newsletter/Web site**—Art Lindstrom, Editor reported on the progress of the newsletter over the past year and ongoing plans for the coming year.

**Policy and Procedure Committee**—Chuck Jarecki, presented a copy of the Membership Committee guidelines as a sample for the policy and procedures manual which is being organized.

**Political Action Committee**—Joe Roberts reported on the ethanol bill which is before the legislature this season. Bill Burkland reported on the real estate disclosure bill.

**Scholarships/Awards**—Bob Hollister reported 25 very good applicants had applied for scholarships. Scholarships and awards are posted separately in the *Heading Bug*. (Proceeds from Junior Pilot 50/50 ticket sales at the conference netted the MPA almost \$400. This money goes towards ongoing scholarships.)

**2005 Conference Committee**—Byron Bayers thanked the members of the Southwest Hangar and Montana Aeronautics for their help with the conference.

**Hangar Reports**—Will be in the *Heading Bug*

**Introductions**—Frank Bass introduced Ted Schye of Glasgow, as his replacement on the Montana Aeronautics Board. Debbie Alke introduced Jim Lynch of Kalispell, the new Director of the Department of Transportation

**Election of Officers**—Lonnie Leslie and the Nomination Committee presented the following slate of officers for the following year. All were elected.

President—Joe Roberts, Helena

Western Vice-President—Rick Kraft, Cutbank

Eastern Vice-President—Charles Inman, Havre

Eastern Director—Tim Robertson, Lewistown

Treasurer—Geanette Cebulski, Seeley Lake

By Geanette Cebulski



## Montana Aviation Conference Award

**Winners**—The conference organizational team, comprised of the Southwest Montana Hangar, the Montana Aeronautics Division, Butte's Burt Mooney Airport and a ton of volunteers, did an outstanding job this year in staging the Montana Aviation Conference. One of the highlights of every conference is the presentation of awards which is divided between the Thursday luncheon and the Saturday night banquet. The following are the award winners from this year's Montana Aviation Conference.

### 2005 Montana Pilots' Association Awards

**President's Award**—Art Lindstrom, Polson, MT

**Spark Plug**—Dan Prill, Great Falls, MT

**Hangar of the Year**—Valley Hangar, Glasgow, MT

**MPA Ambassador of Aviation Award**—Deb Mucklow, USFS, Kalispell, MT

### 2005 Scholarship winners

**Morrison Aviation Appreciation Scholarship—\$300**—Tyrel Hendrickson, Chester, MT

**Montana Antique Airplane Association (MAAA) Scholarship—\$500**—Aaron Andren, Billings, MT

**Aviation Organizations of Montana (AOM) Flight Scholarship—\$500**—Andrew Jones, Bozeman, MT

**Parrott Family Scholarship—\$1,000**—Traase Lear, Roundup, MT

**A Love of Aviation (ALOA) Scholarship—\$250**—Patrick Tucker, Billings, MT

**Blue Goose First Generation Flight Scholarship—\$250**—Traase Lear, Roundup, MT

**A Love of Aviation (ALOA) Scholarship—\$250**—Casey Holst, Billings, MT

**MPA Junior Pilot of the Year—\$500**—Andrea Robinson, Billings, MT

**MPA Flight Training Scholarship—\$500**—Thomas Kifer, Billings, MT

**Montana Ninety-Nines Flight Scholarship—\$500**—Crystal Dorne, Swan Lake, MT

**Dorothy Krantz Memorial Scholarship—\$2,500**—Crystal Dorne, Swan Lake, MT

### 2005 Montana Aeronautics Awards

**Airport of the Year**—Superior, MT

**Educator of the Year**—Druann Kerns, Laurel, MT

### 2005 FAA Awards

**Diamond Certificates of Excellence**—Neptune Aviation Services, Missoula, MT

Big Sky Airlines, Billings, MT

Corporate Air, Billings, MT

Merlin Airways, Billings, MT

**Special Recognition to**—

Big Sky Airlines, Billings, MT

Corporate Air, Billings, MT

**Montana Aviation Maintenance Technician of the Year**—Mike Petrik, Sidney, MT

**Wright Brothers Master Pilot Awards**—

Byron Bayers, Twin Bridges, MT

Harvey Casebeer, Butte, MT

Doug Parrott, Roundup, MT

John (Tuck) Barrett, Cascade, MT



# Hangar Reports

**Gallatin Valley Hangar**--has been active for almost a year and we are trying to create a large and active group. We have over 50 members at this time. We're putting a calendar together for the year and are planning to attend some of the other flying functions around the state. We welcome any ideas that have worked for you that can help us. I was able to meet some of you at the Montana Aviation Conference in Butte. *By Mike Pearson*

**Glacier Hangar**--meets on the third Monday of the month with a bring-your-own dinner, we provide a barbecue for cooking. The 2005 officers are: Carl Shepp, president.; Roger Sammons, vice-president and David Ries, secretary/treasurer. Our Montana Fun Weekend was a success and we have the fourth annual planned for August 19-21. Fly in and enjoy the fun! *By Dave Ries*

**Glendive Hangar**--has been busy updating the technology at the Glendive airport. The hangar has total wireless b/g 802.11 wi-fi coverage on the airport for your computer internet needs and a Web cam. Go to



[www.glendiveairport.com](http://www.glendiveairport.com).

This is what you will see... *By Leon Baker*

**Great Falls Hangar**--has new officers for 2005: J. C. Kantorowicz, president; Lou Ronnau, vice president and Ray Wallace, secretary/treasurer. The January meeting was addressed by Larry Johnson, GTF airport security, with a video explaining general security, entrance and egress procedures for the airport operations area. This training is mandatory for those with private hangars or rented hangar space on the airport. Also making a presentation was Steve Jones of the Helena FSDO on the new Sport Pilot regulations.

At our February meeting a Montana Air National Guard F-16 pilot, Lt. Carol Kohtz showed a video of air activities over Iraq and also gave a presentation on their training missions utilizing the Hays MOA and IR routes in Montana.

Great Falls Hangar has three Wright Brother Master Aviator recipients. Tuck Barrett received his award at the Aviation Conference and Sam Flowers and Charles Reiste received their awards during our March 15 meeting.

Upcoming activities include a poker run on June 11 to coincide with the pancake breakfast held at Lewistown and the Lewis & Clark activities in Fort Benton. The day will end at GTF with a barbeque.

Monthly meetings are combined with the local EAA chapter on the third Tuesday of the month at 7p.m. in the Front Range Aviation facilities at the airport.

*By J.C. Kantorowicz*

**Miles City Hangar**--was a bit slow in 2004, but the 18 members did accomplish a few things. We have decided to hold our meeting every other month and it seems to work better. We hope to be more active in 2005.

We held a "Rondi" with a no-host lunch on Feb. 26 at the Airport Inn. It was very well attended and had MPA members from Bozeman, Seeley Lake, Glasgow, Glendive, Ashland, Miles City, Peerless and even some pilots from Dakota. We will have our annual Fly-In Steak Fry on June 4 at the Sunday Creek Air Park and of course the Fly-In at the Hirsch Ranch will be the first Saturday in October. The next meeting will be 7 p.m. April 6 at the Airport Inn and will be a no-host dinner with the hangar providing the meat, beverages and rolls. Members should bring side dishes and desserts. *By Barb Hirsh*

**North Central Hangar**--had a successful fly-in breakfast and toy show in June. We had numerous fly-outs during the summer, such as breakfast at Stanford and supper at the Light House in Valier.

In January we had our annual dinner meeting and the program was a speaker from the Border Patrol. We also awarded several scholarships from our memorial fund. We award new students \$50 when they solo, \$75 when they pass their private written, and \$100 when they pass their check ride.

At our March meeting we elected new officers; Darren Huestis, president; Richard Newth, vice-president, and Bob Breum secretary/treasurer.

Our Fly-In Breakfast and Toy show will be held in Big Sandy in conjunction with their all-class reunion on Saturday June 18. *By Charlie Inman*

**Roundup Hangar**--has gone inactive.

**Southwest Hangar**--held its February meeting at the Dillon Flying Service. President Bayers welcomed and introduced student pilots, Ben Marsh and John Pulaski, who want to be involved in the MPA.

The nomination committee is looking for volunteers for the 2005 officers. The election of officers will be held at the March 15 meeting at the Ruby Valley Aviation LC Hangar in Twin Bridges. Planning for the Wisdom airport cleanup, scheduled for last year and canceled because of weather and fly-outs for breakfast will be discussed.

*By Heather Puckett*

**Sanders County Hangar**--held the first quarter meeting March 17 at the Rim Rock Cafe in Thompson Falls. The program was a slide show of the Mission Mountains and air tankers dropping fire retardant. The annual work sessions at Benchmark, Spotted Bear, Meadow Creek, Schafer Meadows, and McGee were discussed along with the new Plains airport. The airport construction will go out for bid in April with work planned to start in June. It will take about two years to complete and will have a 4600 foot runway (13/31). A pilot lounge and courtesy car are also planned for the airport. *By Marlin Cooper*

# Aviation Medical Matters

Chill out! - What to bring to the party, or survival

kits for airplanes. *By Mike Weiss, M.D., AME, CF11 and Paul Collins, M.D., AME*

I have looked in a fair number of airplanes on the ramp, at various Fly-Ins, as well as those of my friends. I have noticed an interesting situation when it comes to problem solving, most pilots take more “stuff” for their airplane than they do for themselves. What I mean by this is that I see very little pilot preparation for spending time waiting to be picked up from “an unscheduled off airport landing.” Given the terrain we fly in, and the very real chance that we could be “stuck” somewhere, we back country pilots need to spend some time and brain power considering what happens if we get back to our plane faithfully parked at Soldier Bar and find the tires are all flat from goat heads. The airplane can be started, we are ready, but we may not be going anywhere. What then? That extra quart of engine oil we all seem to carry might not taste too good as an after dinner drink. So, what we need is a plan, and some personal resources better referred to as an “Emergency Preparedness Kit,” as well as the oil perhaps (although I seriously question the need for the 15W50).

Before I start listing things, I want to make it clear that an emergency kit for one person is just that, for one person. No kit works for everyone, every location, or even every time of year. You need to take what is here, and what you see in the stores or books and modify it for YOUR needs. Only you know what you want and where you are going. Take these comments as a place to start. I just want you to think about it. Besides, if you take the time to create your own kit or consider which prepared kit you will use, you have a better understanding of what you need/have and how to use it. In a sense, by preparing a kit, the rescue is actually beginning well before the “incident” occurs.

The statistics indicate that if we end up stranded somewhere “out there,” we will stay an average of 72 hours before being “found.” Certainly most of these incidents are over in much less time, but take this as a good working average. So, using this 72-hour rule as a guide, we should consider what we will need to survive and be comfortable during that time. The Dutch oven may not be absolutely necessary, but some warmth will be. Now, before we go further, you do know your ELT is up and working and has a good battery don't you? You do know where it is and how to turn it on yourself... right? I thought so. So, let's look at what considerations we want to use when we plan for an emergency kit. Here are the basics:

- First we want some instant body shelter. This could be nothing more than a plastic bag, or it could be a deep-packed winter coat with mitts, hat and so on. YOU need to decide what you need for your trip, and then make sure it gets into the plane. With the cooler temperatures, warmth is a major concern but don't forget that staying dry is also important. Staying dry significantly reduces the risk of hypothermia, so even if it is crystal clear at the airport, think about staying out all night in the rain at near freezing temperatures. Have a plan.
- The ability to make fire is another key. Obviously, it helps with the cold temperatures, but also serves as a wonderful signaling tool. In addition, it gives a great morale boost, warms and dries clothes and will keep you busy while you wait. Are you ready to build it?
- Do you have a way to warm and collect fluid? Obviously keeping well hydrated is another key, and again, warm fluid will keep the risk of hypothermia down. Hypothermia is the number one killer, especially at this time of year. That old coffee can or pop-can may be a lifesaver, and they don't weigh much.
- What do you have for signaling? A handheld radio (with good batteries), a cell phone (might work) or a mirror, have you thought about this? A fancy new GPS with street maps is great, but I doubt it will help you call an overhead airliner, you do know center frequencies don't you? Think about how you will send your signal.
- Finally, what about the most important piece of safety equipment you own already? I mean YOUR BRAIN! Load it up with reading, practice and participation in safety/rescue courses, and it will function much more efficiently in an emergency. Remember “P to the 6th—Prior Planning Prevents P--- Poor Performance!” So, here are some lists you can peruse and consider.
- Take what you want, but keep in mind the basics listed above. Again, the process of going over these lists will greatly increase your chances of survival if you suddenly hear “the sound of silence.”

## Body Shelter

- Plastic tube tent
- Large garbage bag (7 bushel)
- Plastic tarp (9' x 12')
- Space Blankets & Mosquito net
- Insect repellent
- Duct tape (wonderful stuff!)
- Disposable hand warmers

## Life Support Tools

- Hack saw
- Pliers or Leatherman tool

- Cable saw
- Knife
- 50' nylon line
- Flashlight with extra batteries
- Compass
- GPS map
- Chemical light sticks
- Sun goggles
- Desert/vegetation still

## First Aid Kit - Personal

- Sealable plastic container

- Two compression bandages
- One triangular-bandage
- Roll of two-inch tape
- Six 3x3 gauze pads
- 25 aspirin
- Razor blade
- Scissors
- Soap
- Kleenex
- Six safety pins
- Tube of salve
- Band-Aids

- Chap stick
- Butterfly bandages
- Tweezers
- Roll bandages (Ace wrap)
- Towelettes
- Snake bite kit

#### Fire-making Capability

- Matches (strike anywhere kind)
- Candle
- Flint and steel
- Metal Match
- Magnesium fire starter
- Dry tinder (Cotton balls)

#### Signaling Capability

- Mirror
- Signal Panel
- Flares
- Canned smoke
- Whistle
- Strobe light

#### Food and Energy

- Metal container with lid
- 5-days of rations
- 30 sugar cubes
- Crackers

- Gum
- Bullion cubes
- Tea bags
- Rock candy
- Water purification tablets or water filter
- Small stove
- (Keep each item in a plastic bag)

#### Special Considerations

- Extra eye glasses
- Personal medications
- Special dietary needs

This list is only a start. If you want more details and concepts, I strongly suggest you get the book *Survival Sense for Pilots and Passengers* by LaValla and Stoffel. It is a bit hard to find, but look online if the bookstore doesn't have it. The real issue to think about is how would you deal with an emergency landing and the aftermath. The good news is that you are likely to do well, even if your airplane does not. As a physician and a pilot, I can vouch for the fact that it is easier to fix the airplane, certainly it is easier to get new parts! So, plan ahead, be prepared and have fun, even if you insist on taking the extra quart of oil!

## Kalispell pilot Dave Hoerner, Red Eagle Aviation, received the Conservationist of the Year Award March 2—The Montana Chapter of the Wildlife Society (the professional organization of Montana wildlife biologists ) awarded Kalispell pilot Dave Hoerner the Conservationist of the Year Award during a ceremony held at their annual meeting in Helena.

The award recognizes Dave for his three decades of dedication to wildlife while flying for the U.S. Park Service, U.S. Forest Service, The University of Montana, U.S. Fish and Wildlife Service, and Montana Fish Wildlife & Parks. During that time, he has flown thousands of hours tracking, counting and relocating almost the entire range of Montana wildlife including black bear, grizzly bear, white-tailed deer, mule deer, elk, mountain lions, wolves, coyotes, Canada geese, moose, mountain goats, big horn sheep, osprey, eagles, lynx as well as several species of fish. His skills as a mountain pilot and wildlife survey pilot make him one of the most sought after pilots in western Montana. Dave has accomplished this by upholding the highest standards of safety in flight operations. Regardless of the circumstances or conditions, biologists trust Dave with their work and their lives. The loyalty of the wildlife professionals to Dave was apparent when many at the ceremony stated that they will not consider flying with anyone else. Fish Wildlife and Parks Biologist Rick Mace summed up the sentiment of most when he said, "Were it not for Dave, his commitment to wildlife, his skills flying surveys as well as mountain piloting skills, our knowledge of and ability to manage wildlife would be substantially less."



Dave Hoerner (right) and Montana Fish Wildlife and Parks biologist Rick Mace

By Mike Korn, Montana Fish Wildlife and Parks



### Update on the Del Bonita Airport—Good news was received at the Montana Aviation Conference that Del Bonita Airport (H28) has been re-opened for southbound airplanes to clear U.S. Customs. This has been a long battle for Alberta and Montana pilots after U.S. Customs clearance was discontinued post 9/11. The Montana Aeronautics Division has installed a Unicom to replace the 1960s tube type radio, and it is located in the main office of the U.S. Customs & Border Protection (CPB) building.

The Montana Aeronautics Airport Directory and the Canada Flight Supplement have the Del Bonita Airport listed and the airport diagram shows the location of both customs buildings along with phone numbers. In addition both facilities have FAX machines. FAX numbers for the U.S. CPB is (406) 336-2135 and Canada customs is (403) 758-6225. For northbound flights you should call CANPASS (888-226-7277) a minimum of two hours and a maximum of 48 hours prior to arrival. Southbound you must call U.S. CBP at Del Bonita directly a minimum of one hour prior to landing.

The handy thing is that you land, park your airplane, and walk to either customs house to clear. Once you have been cleared by either customs you can legally proceed north or south.

Montana Aeronautics regularly inspects the airport and provides maintenance and mowing. Don Althen, a member of the Alberta Flying Farmers who lives nearby, helps with maintenance and filling the badger/gopher holes. Soft field techniques should be used because the grass on the strip becomes tufted and rough, and the possibility of badger and/or gopher holes.

For more information contact Bram Tilroe, Leduc, Alberta (780) 719-6782 or e-mail [tilroe@telusplanet.net](mailto:tilroe@telusplanet.net)

## Top secret project takes flight, sort of—

Jesse James, star of the Discovery Channel's hit show

"Monster Garage"—and distant relative of the

Wild West outlaw—successfully "flew" his latest project on Friday. Though it's meant to be secret until episodes run in June, **AIN** has learned that James and his crew modified a lightweight Penoz Esperante sports car with wings, tail-boom and pusher-mounted aircraft engine. Roger Jarrell of the *Kitty Hawk Free Press* told **AIN** that James' "flight" consisted of a 100-foot crow hop reaching an altitude of about five feet. James, who informed onlookers he had taken at least one flying lesson, chose Currituck County Airport, N.C., after he was denied permission to use First Flight Airport, where the Wright Brothers flew their own project 120 feet. The Esperante's Vref was announced as "at least



88 miles per hour"—about 75 knots. The flying-car episode of *Monster Garage* will be aired in two parts as the season finale in June. (*Aviation International News—AIN Alerts 3/1/05*)

## Missouri Breaks Airstrips Update—

The MPA has received several inquiries on the status of the Upper Missouri Breaks National Monument airstrips. At this time all the airstrips are open to public use, depending on current surface conditions. They will remain open until the Monument Resource Management Plan (RMP) has been completed and implemented, probably at least a year from now. At that time the official status of the airstrips will become known.

The MPA requests that anyone flying to the Monument not land at the Ervin Ridge airstrip until after Aug. 1 because this area is a big horn sheep lambing area. For more information on the Monument's airstrips go to the MPA Web site at [www.montanapilots.org](http://www.montanapilots.org). Click on the Recreational Airstrips tab and scroll down near the bottom where you will find two articles from the *Heading Bug*.

If you need more information contact Chuck Jarecki at 406-883-2248 or e-mail: [skywagon@centurytel.net](mailto:skywagon@centurytel.net).

## USFS Spotted Bear District Ranger offers thanks and an invitation to a USFS Centennial Celebration—

Deb Mucklow, Spotted Bear District Ranger, sent a letter (right) to Chuck Manning and the MPA offering thanks for our volunteer work on backcountry airstrips and an invitation to come help the Flathead National Forest celebrate the USFS Centennial.

The maintenance agreement between the MPA, the Montana Aeronautics Division and the USFS has been very effective and has even drawn praise from environmental organizations. Here is an excerpt from a letter to the editor of the *Missoulian* by John Gatchell, conservation director of the Montana Wilderness Association in December 2003. "...Nor is the continued use of Schafer a "main source of contention" between pilots and conservationists.

On the contrary, Schafer is managed through successful collaboration between wilderness conservation leaders including the Montana Wilderness Association, U.S. Forest Service and Montana Pilots Association."



United States  
Department of  
Agriculture

Forest  
Service

Spotted Bear  
Ranger District  
(406) 758-5376

8975 Highway 2 East  
P.O. Box 190340  
Hungry Horse, MT 59919

File Code: 1830

Date: February 2, 2005

Chuck Manning  
MT Pilots Association  
1145 1st Avenue East  
Kalispell, MT 59901

Dear Chuck:

The Spotted Bear Ranger District was challenged with a very complex work program during 2004. In June, we hosted over 125 attendees at the district orientation, and we had already begun trail and station opening in the wilderness. The Grizzly Bear DNA research project was a critical priority along with trail rehabilitation from the 2003 fires. Trail construction and maintenance, wilderness and river stewardship, facility improvement, and the logistical effort to keep up with all our support activities rounded out a huge agenda.

This effort could not have been accomplished without the support of our partners and the individual volunteers that assisted tremendously with our success. And our accomplishments were amazing! We had a safe, injury-free season. Goals were met; and the attitude, enjoyment and sense of pride exhibited were extremely gratifying.

I wish to personally thank you and extend thanks from the Spotted Bear Staff for your contribution. **Thank you for making 2004 a successful year!**

As we look ahead, the Forest Service is celebrating 100 years this year. The agency was created in 1905 and there are many activities planned to commemorate this centennial.

On August 6, 2005 (Saturday), we are hosting an event to share memories, experiences, stories, and photos to celebrate the rich history of the district and the Flathead National Forest. All volunteers, partners, past employees, permittees, neighbors and folks with a strong interest in the agency, especially the Spotted Bear Ranger District, are invited. Please mark this date on your calendar. We have a barbecue potluck planned at the district office complex. We would love to hear more of your adventures and stories and share photos as we celebrate the Forest Service Centennial.

Lastly, I invite you to participate in our volunteer projects for 2005 and beyond. There are so many skills you bring to the wilderness, facilities, and trails. We would welcome your continued interest. Please contact me or district staff if you are interested in volunteering this coming season ([dmucklow@fs.fed.us](mailto:dmucklow@fs.fed.us) or 406-387-3851). Thanks again for all you have contributed!

Sincerely,

Handwritten signature of Debbie Mucklow.  
DEBBIE MUCKLOW  
District Ranger

*Please share with  
all the pilots!  
Thank you*



Caring for the Land and Serving People

Printed on Recycled Paper

## 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 (1<sup>st</sup> 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**

## **2005 Calendar of Events**

- May 21-22**—Northwest Aviation Association (NWAA) Fly2Fun aviation event at the Linn County Fair & Expo adjacent to the Albany Airport (S12), Albany, Ore.—for more information—[www.Fly2Fun.org](http://www.Fly2Fun.org)
- May 27-29**—Benchmark Airstrip work session
- May 27-29**—Spotted Bear Airstrip work session
- June 4**—Fly-In and Steak Fry—Sunday Creek Air Park (nine miles northeast of Miles City)
- June 5**—Airshow Malmstrom Air Force Base—featuring the Thunderbirds
- June 11**—Central Montana Hangar informal Fly-In at Lewistown (LWT)— Contact Tim Robertson at 406-538-6004 or e-mail [trobertson@centurypaving.com](mailto:trobertson@centurypaving.com) for more information.
- June 11-12**—Ft. Benton (S79) Fly-In and Lewis & Clark celebration—for more information and calendar of events go to [www.explorethebigsky.org](http://www.explorethebigsky.org)
- 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, Sunday; the Frank Bass Annual Father's Day Pancake Breakfast
- June 18-19**—Second Annual Twin Bridges Fly-In at Twin Bridges (7S1)—Young Eagle rides on Saturday and a pig roast Saturday night. CAP flag ceremony, pancake breakfast and flying contests on Sunday. Contact Heather Puckett, 406-684-5335 for more information.
- July 15-17**—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. 19-21**—Fourth annual Montana Fun Weekend at Cut Bank (CTB)—for more information [www.cutbankairport.org](http://www.cutbankairport.org)
- Aug. 20**—Seventh annual Polson Fly-In at Polson (8S1)
- Sept. 14-18**—The Reno National Championship Air Races and Air Show—Reno's Stead Field (4SD)—For more information go to [www.airrace.org](http://www.airrace.org)
- Oct. 1**—Hirsch Ranch Fly-In—30 miles northwest of Miles City

Montana Pilots' Association, Inc.  
P.O. Box 1178  
Seeley Lake, MT 59868-1178

---

Return Service Requested

Presorted Standard  
US Postage  
PAID  
Kalispell, MT  
Permit 121

# Heading Bug

P.O. Box 4311, Helena, MT 59604

**MONTANA PILOTS' ASSOCIATION**



**INCORPORATED**

March/April 2005

The Bi-monthly Newsletter

of the

Montana Pilots' Association, Inc.

We're on the Web at <http://montanapilots.org>