



Heading Bug

November/December 2005

NOTAMS:

The Bureau of Land Management has postponed all 11 public meetings scheduled in November and December on its disputed draft plan for managing the Upper Missouri River Breaks National Monument. The meetings will likely be rescheduled in February and March, and the agency has extended the public comment period 90 days, making the new deadline, April 26.

BLM officials postponed the first four meetings because of winter weather and hazardous driving conditions. Monument manager, Gary Slagel indicated they were concerned about scheduling these meetings during the holiday season for several reasons, but that is what the BLM planning schedule required.

Short Final

I was working on my multi-engine rating at an airport where the controllers had apparently grown very familiar with the routine for training flights. While on downwind in the Duchess with my instructor, I heard this:

Controller. Bonanza 123AB you will be following a Duchess on downwind ... he's about to lose an engine

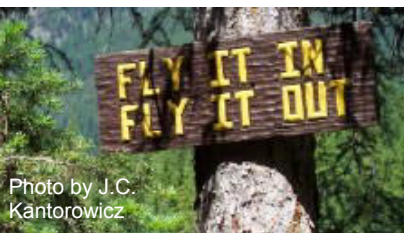


Photo by J.C. Kantorowicz

President's Message:

You may detect a theme in this issue of the *Heading Bug* and that is good. We are trying to convince our members that we all need to participate to protect and enhance general aviation. Thomas Jefferson said it best when he said; "We in America do not have government by the majority. We have government by the majority who participate." That is especially true today because the environmentalists, the anti-noise, the FAA and the developers are very much participating to do away with airstrips in their backyards and/or curtail our flying.

The participation required of pilots is pretty simple and straight forward, just write a letter to the agency requesting comments or to your congressman. In a case like the Lewis and Clark National Forest or the BLM seeking comment the best letter can come from someone who knows the area well because they live, work, recreate or fly there.

While area knowledge is best it is not the only letter that is going to make the decision makers rule in our favor. What is needed is a large number of short, personal letters with a good reason or two on why an airstrip should remain open, the ADIZ not be permanent or a new airstrip be built. The decision makers react positively to large numbers of people commenting but it has been proven post cards and form letters are not effective.

I would like to illustrate my point with a short letter sent to the Lewis and Clark National Forest during their comment period on why new airstrips in Montana should be built. This letter was sent in October via e-mail:

Please consider adding the two new airstrips to the Jefferson Division of the Lewis and Clark National Forest Travel Plan.

I am in favor of the addition because a friend and I have flown into the Spotted Bear airstrip for a weekend camping trip the last two summers.

Airstrips provide recreational opportunities as well as economic advantages to the area. For example, we purchase fuel at the Polson, Mt. airport before and after our flight into the airstrip.

Thank you for the opportunity to visit a new part of the state and to enjoy the national forest, a natural resource owned by all the people of the country.

*Eric Parker
20453 105th Place SE
Kent, WA 98031*

PS - You will find our names in the Spotted Bear guest book last year. This summer, it was closed for the day by the time we were able to come by.

Mr. Parker makes several good points in his letter; he and a friend come to Montana by airplane to recreate, it helps the economy because he buys avgas both going and returning and the forest is owned by all the people. It only takes a couple minutes to pen a letter like his and that is what is needed. I have participated by sending my letters, have you?

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



2006 Calendar of Events

Jan. 20-22—Surratt Memorial Winter Survival Clinic—Helena (HLN)—for further information call 406-444-2506

Feb. 3-4—Flight Instructor Refresher Clinic—Helena (HLN)—for further information call 406-444-2506.

Feb. 6—Closing date for comments to the FAA on the NPRM making the Washington D.C. ADIZ permanent

March 2-4—Montana Aviation Conference—Helena (HLN)—Red Lion Colonial Inn—nationally recognized speakers, concurrent sessions, mechanic refresher seminar, aviation industry exhibits, aviation careers & activities for students, teacher workshop sessions, spouse and guest tour, registration fee waived for all student pilots—for further information call 406-444-2506 or for the registration form go to: www.mdt.mt.gov/travinfo/aviation/docs/aviation_conference.pdf

April 4-10—Sun 'n Fun EAA Fly-In—Lakeland, Florida

April 26—Closing date for comments to the BLM on the Upper Missouri River Breaks National Monument draft RMP

July 24-30—EAA AirVenture 2006—Oshkosh, Wisconsin

Are you doing your part?

Several requests have been made recently asking pilots to comment on a variety of subjects relating to continued use of airspace and/or airstrips. Among these are the Lewis and Clark Travel Plan, the UMRBNM RMP and the NPRM to make the Washington D.C. ADIZ permanent. In the case of the Washington D.C. ADIZ, by the close of the first comment period 18,000 people and organizations had submitted comments. While that may seem like a large response, it is only three percent of the 588,000 pilots in the U.S.

In the 1964 the wilderness act was passed and the Bob Marshall came under its provisions. Even though the wilderness act provided for continued use of airplanes in the area if there had been prior operations, the airstrips were shut down because no one spoke up to keep them open. When the Frank Church Wilderness was formed the Idaho pilots decided not to let the airstrips be closed and spoke up. The airstrips are open today and will remain open for the future generations of pilots.

It is human nature to get involved when it appears it will affect us but do nothing if it appears to not affect us. The following parable gives a humorous look at why pilots need to get involved. Just because you may never plan a flight to Washington D.C. is no reason not to comment. There was a mid-air collision in San Diego years ago that begot the first TCA. Soon after there were TCAs springing up over every large city but it has not stopped mid-air collisions. If Washington D.C. is given an ADIZ then you can expect Chicago, New York and all the other major cities demanding and receiving one.

Mousetrap

A mouse looked through the crack in the wall to see the farmer and his wife open a package. "What food might this contain?" He was



devastated to discover it was a mousetrap.

Retreating to the farmyard, the mouse proclaimed the warning. "There is a mousetrap in the house! There is a mousetrap in the house!"

The chicken clucked and scratched, raised her head and said, "Mr. Mouse, I can tell this is a grave concern to you, but it is of no consequence to me. I cannot be bothered by it."

The mouse turned to the pig and told him, "There is a mousetrap in the house." The pig sympathized, but said, "I am so very sorry, Mr. Mouse, but there is nothing I can do about it but pray. Be assured you are in my prayers."

The mouse turned to the cow. She said, "Wow, Mr. Mouse, I'm sorry for you, but it's no skin off my nose." So, the mouse returned to the house, head down and dejected, to face the farmer's mousetrap alone.

That very night a sound was heard throughout the house—like the sound of a mousetrap catching its prey. The farmer's wife rushed to see what was caught. In the darkness, she did not see it was a venomous snake whose tail the trap had caught. The snake bit the farmer's wife. The farmer rushed her to the hospital, and she returned home with a fever. Everyone knows you treat a fever with fresh chicken soup, so the farmer took his hatchet to the farmyard for the soup's main ingredient.

But his wife's sickness continued, so friends and neighbors came to sit with her around the clock. To feed them, the farmer butchered the pig. The farmer's wife did not get well; she died. So many people came for her funeral, the farmer had the cow slaughtered to provide enough meat for all of them.

So, the next time you hear someone is facing a problem and think it doesn't concern you, remember—when one of us is threatened, we are all at risk.

Author unknown



Winter Hangar Reports

Great Falls Hangar— June and July saw the GTF hangar without a meeting place because our usual spot at Front Range Aviation was unavailable. In August we decided to meet in the terminal building at GTF International Airport and changed our meetings to the third Wednesday of each month at 7 pm.

This summer we adopted two airports that needed attention, Tiber and Augusta. At Tiber there were vehicle tire ruts perpendicular to the runway at mid field that needed filling. The highway dept. was to provide material and we were to provide the labor. When I checked to see if the materials were there, the highway dept. had already completed the project. At Augusta the airport beacon has not worked for some years. On investigation, it was determined that there was no electrical service to the tower. It seems that some years back the power was buried and the tower was never reconnected. The power company wants an astronomical fee to reestablish power to the site.

In April GTF members participated in two \$100 hamburger runs. Several aircraft flew to Hamilton to check out the new café. A Fly-In at Winifred saw aircraft from GTF, Havre, Glasgow, Lewistown and Helena. We had terrific hamburgers and hospitality.

In June we held our annual Poker Run to coincide with the Lewistown Fly-In and also the Lewis & Clark festivities at Fort Benton. The route was from GTF to Stanford to Lewistown for breakfast. Then on to Geraldine for a card and then stop at Fort Benton where vehicles were provided to go down to the park and enjoy the celebration. The last stop was GTF for a barbecue. The winning hand paid \$115.

On July 9, members of the MPA, Montana Flying Farmers and Montana Aeronautics Division met with the Alberta Flying Farmers at the Del Bonita airstrip. The Frank Whetstone International Airport, (H28) lies on the U.S./Canadian border. With U. S. Customs finally reopening their station, Del Bonita can become 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.

Other activities by our hangar include, trying to get our pilots interested in searching state lands for potential new airstrips and establish relationships with area schools to interest young people in aviation. The push for old members to renew their membership, new members to join and increased attendance at meetings is also ongoing.

By J.C. Kantorowicz

Mission Valley Hangar— meets regularly on the first Monday of the month and rotates between Polson, Ronan and St. Ignatius.

February—the members rallied to stop the installation of a cell phone tower in the flight path of the Ronan airport, effort was successful and Verizon located the tower elsewhere.

March—used the Hamilton (6S5) Airport Influence Area document to develop one for the Lake County airports and presented it to the county commissioners for adoption. Worked with the sheriff's office to establish a disaster plan for the airports and numbered all the buildings and hangars on each of the three airports for first responder identification.

June—purchased a 3 X 5 foot gas grill to cook breakfasts and lunches, first test run on breakfast was June 25 and the second on July 16 in preparation for the 7th Annual Polson Fly-In in August. Provided Young Eagle flights on June 16.

August—held a BBQ for the monthly meeting and established a grade-school reading program with the reward being an

airplane ride. Held the largest ever 7th Annual Polson Fly-In with over 100 airplanes flying in, 300 breakfasts, 270 lunches served and 47 Young Eagle rides. Voted to sponsor a Learning For Life organization affiliated with the Eagle Scout program.

By Bill Olson

Southwest Hangar—meets regularly on the second Tuesday of each month but the location varies, so be sure to contact our secretary, Kendra Horn at Ruby Valley Aviation in Twin Bridges for current information. (406-684-5335)

An airport workday was held on Saturday, May 14, at the Wisdom airport. New tie downs were installed, a second picnic table was added, the tables and outhouse were painted, runway cones were maintained and replaced as needed and runway holes were filled and leveled. Approximately 15 members contributed time and effort to the project.

On June 18-19 the Southwest Hangar assisted with the Twin Bridges annual Fly-In. We helped with traffic control, flying events, and, of course, the consumption of the products from the Pig Roast.

On June 14 Heather Puckett, secretary/treasurer for the Southwest Hangar resigned for personal reasons. Kendra Horn, of Ruby Valley Aviation, was elected as the new secretary/treasurer at our July 12 meeting.

The Dillon "Aviation Day" that had been rescheduled from Sept. 10 to Oct. 8 because of a road-paving project was cancelled due to the high cost of insurance for the event. This was to have been sponsored by the Southwest Hangar.

By Charles Fligel

Vigilante Hangar— meets regularly on the second Wednesday of each month.

January—Oliver Bucklin (VP) presented a talk on the new FAA system of reporting runway braking action in the ATIS.

February—Jeanne MacPherson, Aeronautics Division Safety Officer, gave a presentation on winter survival and aircraft survival kits.

March—post conference wrap-up. Those hangar members who attended Montana Aviation Conference summarized the various presentations for those members who could not attend.

April—Jeanne MacPherson lead safety discussion using AOPA/ASF "Trigger Tapes."

May—Rich Stowell, Master CFI and instructor gave a presentation on emergency maneuver training and also basic aerobatics. Joe Roberts cooked steaks to perfection and the hangar covered the costs for a delicious dinner for over 50 people.

June—Fly-In at Lincoln. Burgers & Brats, along with all the fixings, sponsored by Jerry and Liz Cain.

July—Fly-In at Seeley Lake co-sponsored by Wade and Geanette Cebulski and the Seeley Lake Flying Club. Held in conjunction with the Flathead and Mission Valley Hangars.

September—Fly-In at Townsend, hosted by Neil and Karen Salmi; great dinner and slide show by Neil about the 2005 Montana Antique Air Tour to Utah/Arizona.

October—Presentation by FBI staff member on airport security issues.

November—safety discussion lead by Brent Vetter, CFI-I, using "Trigger Tapes".

December—Christmas Party, Annual Meeting and election of officers planned for Dec. 14.

By Bill Gallea

MPA Board of Director's Meeting

Sunday, Nov. 20, 10 am in the Montana Aeronautics conference room, Helena, MT

Present: Joe Roberts, president; Geanette Cebulski, sec/treas; Chuck Manning, immediate past president; Chuck Jarecki, western director, Rick Kraft, western vice-president; Joe Younkin, Valley Hangar president; J.C. Kantorowicz, Great Falls Hangar president; Bob Kembel, St. Ignatius; Charles Fligel, Southwest Hangar president; Mauri Morin, Mission Valley Hangar president; Walt Weaver, Gallatin Valley Hangar sec/treas; Larry Ashcraft, Mission Valley Hangar, MSPA; Bill Gallea, Vigilante Hangar president; Mike Ferguson, AOPA rep.; Dave Ries, Glacier Hangar sec/treas; John McKenna, Gallatin Valley Hangar vice-president; Debbie Alke, Montana Aeronautics Division

Opening comments and announcements: Joe Roberts, president

Reports: (Please submit reports in writing to the MPA Secretary.)

Treasurer's Report: Geanette Cebulski, sec/treas.

Account Balances as of Nov. 17

General Funds	\$6,595.84
Junior Pilot Funds	6,260.11
Recreational Airstrip Funds	17,433.14
War Chest Savings	10,243.67
Cash	70.74

Informational Reports:

MT Aeronautics Division - Debbie Alke reported Bill Gallea and Rosemary Vetter of the Vigilante Hangar in Helena are on the Conference committee. Conference to be held March 2-4 in Helena. The MPA General meeting is schedule for 10 a.m. on Saturday, March 4. Awards will be needed for the luncheon on Thursday, March 2.

The Montana Aeronautics Board has proposed administrative rules outlining the board's process of awarding grants and loans for airport development projects and its pavement preservation grant program. The adoption of administrative rules will clearly outline the program requirements and board processes for all affected members of the public, as well as providing an option to the public to request reconsideration of a board decision. The rules must be adopted through the state's statutory rule-making process. Copies of the proposed rules have been mailed out to all airport managers, consultants, aviation organization presidents, Aviation Organizations of Montana (AOM), and members of the aeronautics board. Comments must be received no later than Dec. 8.

Mt. Aeronautics Board - Ted Schye, representative (not available) Debbie Alke reported the next board meeting is scheduled for Jan. 24

AOM - Wade Cebulski, representative (not available) Bill Gallea reported 2006 Conference planning. 2007 Conference scheduled for Missoula.

AOPA - Mike Ferguson, AOPA representative, reported AOPA convention.

Committee Reports:

Education/Safety Committee (Jim Lewis, chairman - not available)

Legislative Committee (no activity)

Communications Committee (Art Lindstrom, editor - not available) The discussion centered around the fact that the Web site needs a major overhaul. It was pointed out that the utahbackcountrypilots.org, skywagons.org, and flyidaho.org are all Web sites that are well done and MPA would like to have one of equal quality. Their webmaster is Rob Duncan. We will ask Art to contact our webmaster, Yoshie, and ask her to view these websites and see if she is interested in doing the job. If not, Rob Duncan would be one that we would want to contact for a proposal. It was pointed out that having an active pilot who knows aviation issues would be an advantage. The Code of Ethics needs to be posted on the Web site. Discussed posting the *Heading Bug* on the website. A committee will be formed for the purpose of further discussion and drafting guidelines for policy and procedures. The committee members will be Art Lindstrom, chairman; Joe Roberts, Chuck Jarecki, John McKenna, Chuck Manning and Geanette Cebulski. A firm plan of action will be presented at the next board meeting.

Membership Committee (Don Kinney, chairman - not available) Geanette reported renewal membership forms mailed out Nov. 17.

Scholarship/Award Committee (Charlie Inman, chairman - not available)

Nominations Committee (Chuck Manning appointed chairman) Discussion of upcoming annual meeting at conference and need to fill officer positions.

Recreational Airstrip Committee (John McKenna co-chairman) Discussion under Old/New Business

Policy, Procedures & Constitution (Chuck Jarecki, co-chairman) Discussion of policy and procedure guidelines as discussed under communications.

Winter Hangar Reports:

Flathead - Chuck Manning reported new rules at Kalispell City Airport.

Glacier - Dave Ries reported hangar activities and BBQ's.

Great Falls- (report page three) JC Kantorowicz.

Mission Valley - (report page three) Mauri Morin reported hangar activities - Meetings held first Monday of month and the Christmas Party scheduled for the first Tuesday in December.

Southwest - (report page three) Charles Fligel.

Valley - Joe Younkin reported hangar activities.

Vigilante- (report page three) Bill Gallea.

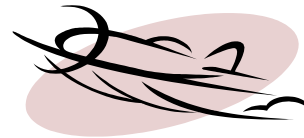
Old and New Business:

Board Meeting minutes continued on next page

- **Missouri River Breaks National Monument** comment period is now open. Chuck Jarecki presented a review of airstrip issues with a history of the Recreational Airstrip committee work with the BLM. Included in the presentation were reports to be mailed to our members. Charles Fligel moved to approve expenditure of funds from the Recreational Airstrip Funds to print and mail these materials to members and then moved to formally support the six airstrips in Alternative F and ask the BLM to reconsider retaining public use of Woodhawk Airstrip. Both motions passed unanimously.
- **Forest Service proposal for Little Belts**—John McKenna, comment period ended Nov 25, and it is about same stage as Missouri River Breaks, Little Belts are new airstrip sites. This is a precedent setting event and being watched carefully. The Forest Travel Planning Process is where we were in the Missouri Breaks two years ago, i.e. the scooping process.
- **Fly-In/Air show event insurance**—Charles Fligel discussed co-sponsors such as EAA and local Chambers of Commerce in order to get affordable event insurance.
- **Formation of Seaplane Committee** – Mauri Morin moved to establish a seaplane committee. Motion passed unanimously. Bob Kember and Larry Ashcraft were appointed Co-Chairman of the committee.
- **JC Kantorowicz** moved to extend Lifetime Memberships to recipients of FAA designated Wright Brothers Master Aviator awards. Motion carried unanimously. (Known 2005 recipients at this time, were Byron Bayers, Twin Bridges; Harvey Casebeer, Butte; Doug Parrott, Roundup; John (Tuck) Barrett, Cascade, Sam Flowers and Charles Reiste)
- **Missoula hangar possibility**
- **2006 Aviation Conference** – Larger booth possibly needed
- **Mail-outs w/ membership card** – May consider reordering window decals
- **2005 Audit** - Mauri Morin moved to ask Dan Prill if he would like to use his company's accountant for our annual audit again this year. If not we will ask for other recommendations. Motion passed unanimously.
- **By-law wording** - Chuck Manning discussed the need to change wording of Aeronautics Commission in our By-laws and the need to allow electronically conducted board meetings. Public notice to the members will be posted in newsletter and Web site and by e-mail.

Next MPA Board Meeting: March 4, 2006 – Red Lion Colonial Inn, Helena.

AOPA Works to Keep Backcountry Airstrips Serviceable—Backcountry airstrips provide safe places for pilots to land in the event of an emergency, but they also enable aircraft to provide supplies to campers, conduct search and rescue operations, and fight fires. That is why AOPA is working to ensure that a draft resource management plan for the Upper Missouri River Breaks National Monument area would clearly mark any closed airstrips and maintain them in a serviceable condition. "We believe that obstructions must not be placed across a runway and that ditches should not be dug on the landing surface since obstructing the landing area could endanger the lives of the pilot and passengers," said Roger Cohen, AOPA vice president of regional affairs. AOPA has requested that the Bureau of Land Management reject an alternative included in the draft plan that would close all 10 of the airfields in the park. AOPA has filed comments supporting the draft plan's preferred alternative (F), because it keeps six of the strips open and provides for the establishment of a plan to maintain them. Pilots are encouraged to submit comments via e-mail before the April 26 deadline. *AOPA ePilot*



Heart Patients to get Faster Reissuance for Medicals—The Federal Air Surgeon has told AOPA that soon aviation medical examiners (AMEs) will be permitted to reissue third class medical certificates for pilots with cardiovascular conditions, including coronary artery disease, bypass surgery, angioplasty and stent placement, under the AME Assisted Special Issuance (AASI) program. These conditions are among 15 new ones that will be added to the existing 20 that premiered with the AASI program in 2002. "This is another progressive step for the FAA, and great news for AOPA members who have heart conditions and must go through the time consuming, and often frustrating, special issuance process each year. Starting in early 2006, they can take the required medical documentation to their AME and have their medical reissued in the office," said Gary Crump, AOPA director of medical certification. "AASI was the FAA's response to an AOPA Board of Aviation Medical Advisors' proposal dating back to 2001, and we will continue working to improve the program." *AOPA ePilot*

FAA Approves Multi-focus Contacts, Intraocular Lenses—The FAA has just approved the use of multi-focus contact lenses, and multi-focus intraocular lenses for pilots. "You can fly with these lenses now, as long as your vision is normal," said Gary Crump, AOPA director of medical certification. "You just need an FAA eye evaluation form completed by your eye-care specialist, and give that to your AME at the time of your next medical certification exam." *AOPA ePilot*

Montana 2006 Aviation Scholarship

deadline is Jan. 27—Montana has several generous individuals and organizations that promote aviation by funding scholarships for Montanans to help defray their aviation education expenses. The Montana Aeronautics Division assists in administering these scholarships which will be presented during the 2006 Montana Aviation Conference in Helena. The awarding of the scholarships is based on an application letter explaining the reasons the individual is applying, their future career goals, past aviation experience and any outstanding achievements. Letters should be sent to Montana Aeronautics Division, PO Box 200507, Helena MT 59620-0507 or call 406-444-2506 for further information. Letters must be postmarked by Jan. 27 to be considered. The following scholarships are available:

A Love of Aviation (ALOA) Scholarship—Anonymous donors established two \$250 scholarships, the first in 1993 and a second in 1997.

Morrison Aviation Appreciation Scholarship—Jeff Morrison, retired former owner of Morrison Flying Service in Helena, has established a \$300 scholarship as a token of appreciation to the aviation community.

Montana Antique Aircraft Association (MAAA) Scholarship—MAAA offers a \$500 scholarship to help defray the cost of flight instruction.

Parrott Family Scholarship—The Parrott family offers a \$1,000 scholarship to be used within one-year for students enrolled in the Rocky Mountain College aviation program. The funds may be used for tuition and/or flight training expenses leading to a private, commercial or flight instructor certificate, which may include Instrument and multiengine simulator training and the purchase of aviation-related materials and related supplies.

AOM Flight Training Scholarship—AOM has established a \$500 scholarship to assist a student pilot in obtaining their private pilot certificate.

Montana Pilots' Association Junior Pilot Award—This \$500 scholarship goes to an aviator chosen for their outstanding interest in aviation, citizenship within their community and demonstrated academic achievement. The recipient must have soloed and be actively involved in flight training.

Blue Goose First Generation Flight Scholarship—This \$250 scholarship is awarded to a first generation pilot to assist with flight training. This scholarship is designed to assist a person who has a love of aviation, but has limited aviation exposure, someone from a non-aviation background/family. For an application for this scholarship please call 406-444-2506 or e-mail Patty Kautz at pkautz@mt.gov.

Montana 99's Flight Scholarship—This \$500 scholarship is to be used to earn a private pilot certificate. The applicant must be female and have obtained her medical/student pilot certificate. The training must be completed in Montana and the license obtained within two years. The applicant must send a one-page letter stating her reasons for wishing to be a pilot, financial need and financial plan for completing the rating. She must also send one letter of reference and a copy of her current medical/student pilot certificate.

Townsend now has Self-serve Avgas—

Russ Voorhees, owner of Aircrafters Maintenance, in Townsend, pumps the first 100 octane avgas from Townsend's new 12,000 gallon, user friendly, automated fuel system. Russ's only comment was: "This is too neat!" *By Neil Salmi*



Aviation's Six Percent ... and Counting

It's a little hard to believe that in a country that has spawned since 1915 the likes of Patty Wagstaff, Julie Clark, Betty Skelton and dozens of other top female aerobatic pilots that the first female member of the U.S. Air Force Thunderbirds is only now in training at Nellis Air Force Base near Las Vegas. Punta Gorda, Fla., is claiming a "coup" by hosting the first performance of the group, with Capt. Nicole Malachowski at No. 3 right wing, during the Florida International Air Show April 1-2. Malachowski's appointment was announced last June but that didn't stop show manager Bucky McQueen from breathlessly announcing that it will be "the first time a female pilot has performed with any military jet team, anywhere." The Canadian Armed Forces would disagree. In 2001, the Snowbirds welcomed Capt. Maryse Carmichael to the team for a two-year tour. Malachowski recently returned from a four-month tour in Iraq on F-15s and is now getting used to the single throttle on the F-16 at the T-birds' winter home and training base. *Avflash 12/8*



A Rare Challenge At The Gliding Grand

Prix—although 19 percent of the Air Force's pilots are women, there are probably lots of female military "firsts" left. But it's sometimes a little surprising, in this day and age, for the powder-room door to open for the first time in civilian flying. However, Mette Pedersen, of Denmark, will be the first woman to compete against men in the New Zealand Gliding Grand Prix Jan. 21 to 27. Now, even Pedersen, the current world women's champion, seems to wonder why there has been a gender gap at this level.



"Physically, there is nothing limiting me from performing as well as the men," she noted, but there was also some giddiness there. "Being a girl in a man's world is always special," she said. Pedersen, who's 28 and has a BS in chemical engineering, has been gliding for 15 years. *Avflash 12/8*

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).

MPA By-law Amendments to be presented to the MPA Board of Directors and the MPA membership at the 2006 Annual Montana Conference, Helena, MT. Saturday, :

ARTICLE V. BOOKS AND RECORDS

Section 4. The State MPA will collect the treasury from an inactive Hangar after two (2) years of inactivity. These Funds would be held in an escrow account for a period of five (5) years, and returned to the local Hangar should it be reactivated. If the Hangar does not become reactivated within the five (5) years, the money in the escrow account would revert to the general fund of the State MPA.. In the event of the dissolution of the Montana Pilots' Association, Inc., its assets shall be transferred to the ~~Search and Rescue Account of the Montana Aeronautics Commission~~ Aviation Organizations of Montana (AOM).

ARTICLE II. BOARD OF DIRECTORS

Section 4. Directors' Meetings. (amended) The Board of Directors shall meet at least three (3) times each year in addition to the annual meeting. The first such meeting shall be held within ninety (90) days following the annual meeting. Special meetings may be called by the State President by giving two weeks notice to all members of the Board. Special meetings may be conducted electronically (non-physically attended). Special electronic meetings are for the sole purpose of taking action on one or more specific important issues that have had full board review and that require action on a timely

basis. In order to conduct special meetings electronically, the quorum MUST, at a minimum, consist of the President, the two Vice-Presidents, the Treasurer, the two Directors and immediate Past-President. The State MPA shall bare cost of setting up and conducting any and all electronically scheduled special meetings. The annual meeting of the Montana Pilots' Association, Inc. will be held at the time and place of the Annual Montana Aviation Conference.



TSA Extends Deadline for Recurrent Security Training—Flight instructors and flight school employees now have an additional six months to renew their TSA-mandated security awareness training. The Transportation Security Administration has just published an exemption to allow CFIs and others to take recurrent security training within 18 months, rather than one year, of their initial training. "While this is a good first step, AOPA continues to advocate for biennial recurrent security awareness training, so that it would coincide with a CFI's certificate renewal," said Rob Hackman, AOPA manager of regulatory and certification policy. Federal law requires that anyone who comes in direct contact with flight students, including instructors and flight school employees, undergo annual security awareness training. *AOPA ePilot*

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