



Heading Bug

September/October 2005

NOTAMS:

An historical first is in the making! The Jefferson Division of the Lewis and Clark National Forest is in the final scoping process to write the proposed alternatives for its Travel Plan. The preferred alternative, as proposed, includes sites for two airstrips in the Little Belt Mountains.

It is extremely important for ALL pilots to comment by Oct. 24 on these proposed airstrips because it is the first time new airstrips have been included in a Travel Plan. The Montana Pilots' Association, through the Recreational Airstrip Committee has worked toward this goal for the last seven years. All Montana pilots are needed to send a short e-mail comment to the forest supporting these airstrips. Full details can be found on the MPA Web site at www.montanapilots.org.

Heard on the tower frequency at a major Southwest Airlines hub...

Tower: Southwest 972 Position and hold runway 28

Pilot Reply: You're 90 degrees off ... (pause) ... Northwest 972 will position and hold, runway 28

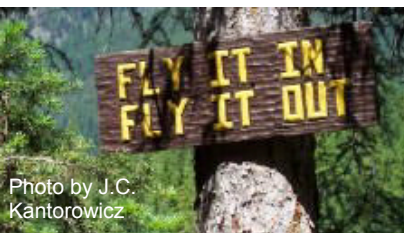


Photo by J.C. Kantorowicz

President's Message:

There's a problem being a pilot in Montana during the summer, particularly when the month of August rolls around. There are just too many fun events and places to go. This year I made it to a handful of the events and I'm sure there were other great things going on that I wasn't able to attend.

One of the things that has made it on my schedule the last couple of years is the Stagger Wing Fly-in at Seeley Lake. I just never get tired of admiring these big birds that take us back to some of the early days of flying in this country. There's something about a bi-plane that just looks cool—particularly when the ships are painted in such vivid colors. That low pass over the field when the Stagger Wings say “goodbye” on Sunday morning is definitely worth seeing and hearing. See you there next year?

The Polson Fly-In is also one that is growing in numbers and varieties of aircraft. The townsfolk seem to have also discovered that they can see some neat airplanes and get a darn good breakfast at the Polson airport on that Saturday in August when the Fly-In comes around. Congratulations to Mauri Morin and the Mission Valley Hangar for a great event that just seems to get better every year.

The Three Forks Fly-In put on by the “antiquers” is another “can't miss” event. I always enjoy the Saturday morning “fly-out” breakfast to “Wilsall International Airport.” A great breakfast is put on by Steve Kleimer, Allen Drain and their crew. That little airport at the foot of the Crazyes probably gets more traffic on this one August morning than it gets for the entire year.

When I was in Polson in August I heard about some issues related to the Kalispell City Airport. It seems the city council, that controls the airport, and the manager hired by the council, have put out some new rules that are quite restrictive for the airport and represent a radical change. Apparently there are continuing discussions about the proposed rules and it is hoped that several of the MPA members involved will be successful in changing things. This is, after all, Montana, not LAX.

The possibility of some new airstrips in the Little Belts is very exciting, and one which every pilot in the state ought to support by attending one of the hearings and sending a letter of support. It's really time to “step up to the plate” in this effort. For as much federal and public land as we have in Montana, the recreational opportunities for pilots is really limited when compared to our neighboring state of Idaho. This is one opportunity to change that.

Of course along with the new opportunities is the commitment we need to make for responsible use of public resources. To that end the MPA Board has adopted a Code of Ethics to guide our conduct in the responsible use of aircraft throughout Montana, and especially in the backcountry. Thanks to Chuck Jarecki for his hard work in developing the Code of Ethics through its many drafts. It is a strong statement that pilots are willing to be good stewards of the public resources and responsible, safe users of the backcountry through our chosen means of travel.

CAVU
Joe Roberts
MPA President
406-442-8891
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Calendar of Events

Oct. 14—Aeronautics Board Meeting, Helena (HLN). For further information phone 406-444-2506.

Oct. 30—Daylight Savings Time Ends

Dec. 3—MPA Board Meeting and Central Montana Hangar Christmas Party—Lewistown (LWT)

2006

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

March 2-4—Montana Aviation Conference—Helena (HLN)—Red Lion Colonial Inn—for further information call 406-444-2506.

A Tribute to the Forgotten Mechanic



Through the history of world aviation many names have come to the fore....

Great deeds of the past in our memory will last, as they're joined by more and more....

When man first started his labor in his quest to conquer the sky he was designer, mechanic, and pilot and he built a machine that would fly....

But somehow the order got twisted, and then in the public's eye the only man that could be seen was the man who knew how to fly....

The pilot was everyone's hero, he was brave, he was bold, he was grand, as he stood by his battered old bi-plane with his goggles and helmet in hand....

To be sure these pilots all earned it; to fly you have to have guts....

And they blazed their names in the hall of fame on wings with bailing wire struts....

But for each of these flying heroes there were thousands of little renown, and these were the men who worked on the planes but kept their feet on the ground....

We all know the name of Lindbergh, and we've read of his flight to fame....

But think, if you can, of his maintenance man, can you remember his name?

And think of our wartime heroes, Gabreski, Jabara, and Scott....

Can you tell me the names of their crew chiefs? A thousand to one you cannot....

Now pilots are highly trained people, and wings are not easily won....

But without the work of the maintenance man our pilots would march with a gun....

So when you see mighty aircraft as they mark their way through the air, the "grease-stained man" with the wrench in his hand is the man who put them there....

Author unknown



Put Your Airplane on Television!—

"Wings to Adventure," the new weekly television series on the Outdoor Channel presenting the planes, places and people of general aviation, is looking for ideas. Maybe it's a great fly-in destination you know about, an interesting aviation story in your area or maybe you have a plane you'd like to see featured in high-definition video. It doesn't matter if your plane is the latest composite speedster, a classic taildragger or a solid representative of a trainer, you can offer your suggestions for the hottest aviation programming on television by visiting "Wings to Adventure's" forum area at www.avweb.com/sponsors/outdoor/forums/avflash



Hangar Reports

Mission Valley Hangar— The Seventh Annual Polson Fly-In Aug. 20 was the most successful yet with over 100 airplanes flying in, over 300 breakfasts and 270 lunches



served and 47 Young Eagle rides. The Sept. 12 meeting of the Mission Valley Hangar and EAA Chapter 1122 was held at Mauri Morin's hangar in Ronan. Jerry Kurzenbaum has resigned as secretary because of medical problems so the hangar voted that treasurer Bill Olson handle the secretary duties. The hangar voted to sponsor a youth organization called Learning For Life which is affiliated with the Boy Scouts and is patterned on the Eagle Scout program. This is a move to take the EAA

Young Eagle program to the next step and provide something beyond just a ride. The hangar will sponsor the group and provide the technical expertise and the Boy Scout leaders will organize the group. *By Bill Olson*

Sanders County Hangar— The new airport in Plains has been started. Below is a map/aerial photo showing the work completed so far. *By Marlin Cooper*



AWACS control of Presidential TFR is entertaining but ineffective *By Art Lindstrom*

I spend my summers flying a Twin Otter part time on a USFS smokejumper contract out of Grangeville, Idaho. I was on duty Aug. 22-24 when President Bush moved his vacation to Donnelly, Idaho and brought the 60-mile diameter Temporary Flight Restriction (TFR) with him. No flying is allowed within that 60-mile circle and the restricted airspace is monitored and controlled by an orbiting U.S. Air Force B-707 airborne warning and control system (AWACS) airplane.

On a fire call near the TFR I tuned in to 121.5 which is used by the AWACS. Shortly after tuning the radio there was a voice transmission overridden by a very loud buzz or hum. The transmission was obviously coming from the AWACS but the individual making the transmission was unintelligible and what I did hear was very disjointed. It was obvious this was not a first team AWACS crew.

The broadcast in the blind by the AWACS consisted of the following: "This is the U.S. Air Force on guard, airplane heading 252 degrees and 121 knots (*lengthy pause*) make that 242 degrees and 114 knots (*lengthy pause*) at 8200 feet, no make that 9200 feet, you are approaching a restricted area, turn away." There was no response from the airplane being called.

The next airplane headed for the TFR identified himself on the third or fourth AWACS call and indicated he was on an approved FAA flight plan on a FAA/Secret Service approved route. His call was not acknowledged and

the AWACS operator continued to make blind broadcasts. The next airplane responded after several calls, saying it might be his airplane in question and he was flying from Challis, Idaho to Johnson Creek, a route and destination well outside the TFR. Again no response from the AWACS and he continued his blind calls. The civilian pilot repeated his route and destination a couple more times and asked if the AWACS knew where Johnson Creek was, no response. Another call went to an airplane flying variable headings but generally on a southwesterly heading, flying at 92 knots and 7000 feet. My guess is this was a Super Cub following the river through the canyon heading for one of the backcountry airstrips. I would have loved to see an F-16 try to fly down into the twisting canyon and fly along side that low and slow airplane to warn him away.

Back on the ground in Grangeville all the pilots compared what we had heard and laughed loudly at the stories. The sad thing is, while it is funny there is a lethal potential to violating the TFR. The AWACS has a bevy of heavily armed Air Force fighters flying overhead who are ready to swoop in and shoot down the errant but innocent airplane.

My experience near the Presidential TFR may also point out why there are so many problems with the Washington D.C. ADIZ. If the FAA, Air Force, Homeland Security and Secret Service are operating the same way back there the problem is not with the civilian pilots, its with a government bureaucracy. They need some civilian pilot consultants.

MPA Board of Directors adopts a code of ethics—Concerned over all the recent attacks on pilots and airports by the non-flying public the MPA Board of Directors decided to codify what the MPA members have done naturally for years. The MPA members are recognized for their “good neighbor flying practices” and the code of ethics is nothing more than a document listing those common sense procedures. By committing these procedures to writing all pilots can see what the MPA members have been doing to be good neighbors. According to Chuck Jarecki, MPA Western Director and committee chairman for compiling the code of ethics, it is a living document that can and should be changed as the need arises. It is meant to be all encompassing yet rather generic so it covers the full range of flying opportunities in Montana but is not “preachy.” Other pilot associations have indicated they would also like to adopt what the MPA has produced. The newly adopted MPA Code of Ethics follows:

MONTANA PILOTS’ ASSOCIATION CODE OF ETHICS

Preamble:

The Montana Pilots’ Association (MPA) was founded to serve the interests and needs of general aviation in Montana. The MPA’s main goals are: advance aviation safety, promote aviation for public services such as search and rescue, protect the rights and privileges of pilots, educate the public on the benefits of general aviation and encourage all pilots to be good neighbors to the non-flying public. Therefore, the Montana Pilots’ Association adopts the following Code of Ethics.

1. Pilots will continue to enhance and improve their flying skills and flying ethics.

- Maintain proficiency through recurrent flight training.
- Review the pilot-operating handbook for each aircraft flown.
- Review the Federal Air Regulations and adherence to applicable rules for the intended flight.

2. Pilots should always remember that the example they set through their actions as aviators could greatly contribute to (or detract from) the non-flying public’s perceptions and views of aviation.

- Avoid doing any unnecessary type of flight, which may appear, to the non-flying public as unsafe, irresponsible or hazardous.
- Never compromise safety for the sake of demonstrating ability.

3. Pilots will be sensitive at all times to the concerns of the non-flying public in regard to public safety, noise and other environmental issues.

- Become educated in and practice local noise abatement procedures to minimize the intensity and duration of noise heard by those on the ground.

- Avoid low flights over noise-sensitive areas, whether densely populated locations or wilderness and backcountry regions.
- Become proficient at and practice engine RPM management on constant-speed propeller aircraft by utilizing RPM management on take-off and avoid low, power on approaches to landing.
- Conduct aircraft ground operations in a safe and courteous manner to minimize propeller danger and blowing debris.

4. Pilots will abide by all State and Federal wildlife regulations regarding the use of aircraft.

- Act with all possible courtesy to those on the ground who are hunting, horseback riding or observing wildlife, by maintaining reasonable distance and altitude.
- Honor and support seasonal airstrip closures for wildlife management purposes and support only those restrictions that are based on good science.
- Know wildlife refuge boundaries as well as seasonal areas of wildlife congregation to avoid inadvertent low-level over-flights.
- Avoid putting potential stress on wildlife.

5. Pilots will practice good wilderness and backcountry flying ethics.

- Keep the noise signature of the aircraft to a safe minimum.
- Practice “leave no trace” camping. Fly it in, fly it out.
- Avoid very early morning departures unless safety of flight demands a deviation.
- Be courteous to other users in the area.
- Do not use wilderness airstrips for training purposes or just “to say you have been there.”
- Keep the aircraft clean of noxious weed seed to prevent the spread of weeds to backcountry airstrips.

6. Pilots are encouraged to volunteer their services and their aircraft for charitable causes that support worthy efforts as well as contribute to a positive image for general aviation. Pilots are also encouraged to make themselves available to public schools and service clubs to share this code of ethics and the value and personal fulfillment of flying.

7. Pilots are encouraged to promote general aviation as a legitimate and necessary component of the nation’s transportation system.

8. Experienced pilots are encouraged to assist other members of the aviation community to enhance and expand their aeronautical skills and knowledge.

2005 Flying Adventures In The Yukon

By Chuck Jarecki

For the past 25 summers, with few exceptions, my wife Penny and I have flown our Cessna 180 to Canada's Yukon Territory.

Each trip has been for two weeks or less, mostly airplane camping or running a whitewater river. This year we decided to rent a house for the month of July. We chose the small, quiet town of Faro, one hundred and fifty miles northeast of Whitehorse. This community of three hundred friendly people was centrally located for the flying we planned to do and the airport had fuel available from 6 a.m. to 6 p.m. This set-up provided us with a base of operations for mostly day trips and a home in case of inclement weather, and the luxury of a hot shower whenever needed.

Faro didn't exist until 1968 when a lead/zinc mine was opened. During the heyday of the mine, one out of six batteries in the world contained lead from this open pit mine and the town grew to 2,500 people. In 1995 the mine closed and the town emptied except for a core of citizens who would not let the community die. Today, Faro is slowly growing with a mix of retired people from Canada, the United States and Europe. Most live there all year, enjoying the brief warm summer and enduring the long, cold winters. Currently there is a grocery store with an ATM, hardware store, liquor store, gas station, library and recreation center plus an excellent visitor's center with high speed Internet service available. Across the street in the city campground is a coin operated laundry facility. A nine-hole golf course meanders through town like a big city park. Everything is within walking distance except the airport, which is three miles away. To get back and forth to the airport we were able to rent a well-used Subaru from our landlord's neighbor for one hundred dollars plus gas for the month.

During the past year I did Internet searches to locate airstrips that are not on the aeronautical charts. I found several that were originally constructed for mineral exploration. We intended to search out these airstrips and land there if feasible. For some I had the coordinates and others just the general location.

The Internet access at the visitor's center was a big help in getting a weather briefing each morning through the NavCanada Web site. Canada's forecast area charts only go out 12 hours, so public weather forecasts have to be used as well. We found that most days were good VFR in the morning with developing showers and scattered thunderstorms with hail possible in the afternoon. (This was quite a contrast to last year when the weather was cloudless but with visibilities down to one mile in smoke from numerous large forest fires in the Yukon and

Alaska.) To make filing a flight plan easier we filed a master flight plan with the Whitehorse FSS, so each day when we filed a flight plan, we only had to state the souls and fuel on board, destination and time enroute.

The Yukon is the size of California, and much of it is rugged terrain, studded with numerous lakes and threaded with many rivers, large and small. The total population of the Territory is only 35,000 people, over half of whom live in Whitehorse. Most of the Territory is uninhabited. We flew for extended periods of time without seeing a sign of habitation, and our flights seldom followed a road. We would take off cross country, flying low to search for moose feeding in ponds or caribou gathered on snow banks to escape the insects. Flying up a treeless mountain valley at low level, sometimes with the highest terrain hidden in cloud, crossing over a gentle pass before descending down another valley was like being in an IMAX movie.

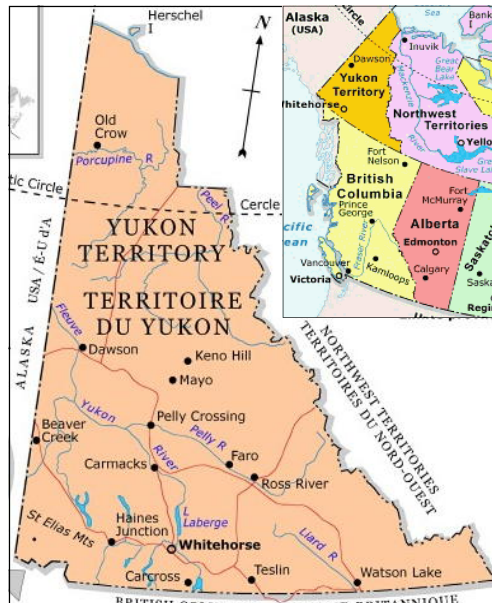
We landed at long-abandoned airstrips, now used infrequently by hunting outfitters, to explore the relics of past mining activity. Sometimes, a new growth of willows and dwarf birch narrowed the airstrip to a single track. Old "Caterpillar trails" provided hiking opportunities into the nearby mountains. Other discoveries included a long abandoned trapper's log cabin, complete with sod roof, assorted trapping equipment and magazines still on the table.

Northwest of Mayo we camped for two nights at an airstrip beside the swift-flowing Bonnet Plume River in one of the most spectacular mountain settings you could ever imagine. At several outfitters' strips we were welcomed with generous hospitality. At the MacMillan Pass airstrip near the Northwest Territories border we hiked up a mile-long abandoned mining road and came upon a herd of 75 caribou, mostly cows and calves, feeding placidly on the nearby hillside.

We flew by glaciers glistening in the sun, their melt water tumbling down the mountain's flanks into turquoise lakes below. Moose feeding in shallow lakes never lifted their heads as we passed over. Thus, we explored remote sections of the Yukon, each day bringing new sights and experiences.

Except at Watson Lake and Whitehorse airports, we saw no U.S. registered aircraft other than Lowell Hanson from Helena, who flew into Faro in his Cessna 185 to see us. It seems that most U.S. pilots just pass through the Yukon, following the Alaska Highway on their way to and from the 49th state. They miss out on a truly fantastic wilderness flying experience without having to go so far. Our total flight time was 51 hours, of which 20 hours were spent going from Montana to Faro and return.

If you would like a more detailed narrative of our flights in the Yukon, with the locations of the airstrips, e-mail me at skywagon@centurytel.net.



B order crossings can ruin a good days flying—continued—

Editor's note—Two articles on how badly things can go for pilots either crossing the

Canadian border or landing at border airports were run in the November/December 2004 issue of the Heading Bug. One article was on Lowell and Shirley Hanson and their experience at Sweet Grass when they landed to have lunch on a domestic U.S. flight.. It is very similar to this article with Lowell and Shirley being accused of a violation even though their course of action was legal. It was hoped the attention given to the plight of the pilots in 2004 would bring about needed change but it appears change with the Department of Homeland Security comes at a glacier's pace.

On the morning of July 7, Canadian pilot Gerry Bakken and his son were flying from their home in Alberta to Arlington, Wash. for the EAA Fly-In. Due to poor weather they were unable to negotiate the Crows Nest Pass (between Pincher Creek, Alberta and Cranbrook, BC) so they diverted to Del Bonita. Weather checks had indicated they would be able to fly to Arlington via a more southern USA route.

They landed at Del Bonita and parked their Bonanza on the Canadian side. They had not made contact with U.S. Customs for clearance at Del Bonita since Gerry assumed, as pilots had always done prior to 9/11, they could wait there on the Canadian side of the airstrip for the one-hour notification requirement and they would not violate any rules. While Gerry was deciding how to contact the U.S. Customs and Border Patrol (CBP), two of their officers approached and from a distance asked what they were doing and their intentions. Gerry replied they were on their way to Arlington but had diverted due to weather and wanted to clear customs at Del Bonita. The U.S. CBP officers returned to their office.

Approximately 40 minutes later the U.S. CBP agents returned and invited Gerry and his son to come across and clear customs. Gerry assumed they had waived the one-hour notification. Gerry and his son followed one of the agents to the U.S. CBP office while the other agent inspected the airplane. Gerry and his son were cleared through customs but were told they had violated U.S. CBP rules and were subject to a \$5000 fine. They were required to sign a statement which they did under protest. The Bakkens returned to their airplane, which was still on the Canadian side, and departed for Arlington.

On July 28 Gerry received a letter from the U.S. CBP office in Great Falls stating he had violated Title 19 United States Code (USC) section 1433 and the penalty was \$5000, however due to the circumstances, consideration had been given and U.S. CBP had reduced the penalty to \$500.

Gerry turned to Bram Tilroe, a pilot friend and Canadian ATC controller, for help clearing up the charges. Bram immediately went to work and contacted Bob Gadsby, U.S. CBP in Great Falls, Debbie Alke, Montana Aeronautics, Mike Ferguson, AOPA Rep., the Alberta Flying Farmers and pilots living in the GTF, CTB and Del Bonita area. All helped defuse the situation at Del Bonita,

turn the violation and fine around and more importantly, have focused attention on the issue and have hopefully resolved the problem so it should not happen again.

The customs problem stems from a couple areas. First, which we are all aware of, is 9/11 and the second is Korean immigrants. Koreans can enter Canada with ease and there is a large black market to smuggle the Korean's illegally into the U.S. These two issues have raised tensions all along the Canadian border and the ranchers, farmers and locals living along both sides of the border have a neighborhood watch much like AOPA instituted on airports across the U.S. Anyone seeing a suspicious car, truck, airplane or individual is encouraged to call the respective customs agency. The customs agency is in turn required to check out the suspicious activity. An airplane landing without contact at a border airport is suspect merely because of its presence. Contacting the border stations via VHF radio on Unicom is not a viable option because it is not monitored nor is it an official communication means.

A Canadian or U.S. pilot is legal to land at an airport like Del Bonita or Sweet Grass and remain on their respective side of the border without calling anyone. However in the interest of cooperation, both customs agencies should be called directly to let them know your intentions. The best course of action is to call the border crossing station directly and speak with an agent, not a clerk, even for those flights where you are not crossing the border but have flown in for lunch or to visits friends.

When planning a border crossing, calling the U.S. CBP office in Great Falls may cover you legally but may not keep you from having problems at the crossing point. If the Great Falls office does forward the information in a timely fashion or it becomes lost, the agents at a border crossing point like Del Bonita may not know you are arriving and have given your one-hours notice. If you are diverted due to weather or an in-flight emergency, call and make arrangements to clear customs at another point. That can be either via the radio or a cell phone. A list of phone numbers for the border crossing points is a wise item to carry in your airplane. If faced with this predicament call the border crossing point (either U.S. or Canadian) directly and state you are calling to make your one-hour notification requirement, however tell them that depending on their (the customs agents) time or work load you would be available at any time. It would be prudent to leave your phone number where they could reach you if they can handle you prior to the one-hour. The agents have it in their power to waive the one-hours notification, which is why it is preferable to speak directly with the agent clearing you. The U.S. CBP agents, with few exceptions, are decent people trying to do their job, but the problem is they are working in a huge bureaucracy.

While the Del Bonita incident was a maddening recurrence of a problem U.S. and Canadian pilots have faced many times, it appears to have a silver lining. The problem was identified and should be corrected and pilots should have smoother flying. Making a phone call or two will also go a long way to make sure you do not receive a letter about a Title 19 violation.

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.....
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 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).

Pilots Use Mountain Flying Course in all Types of Terrain—

More than 4,000 and rising! That's the number of pilots who've already "graduated" in Mountain Flying, one of the many free online courses in the AOPA Online Safety Center. Pilots are putting the safety information to good use and earning FAA Wings credit to boot. "Before flying my family across country from Richmond, Virginia, to the Rocky Mountain region, I completed the Mountain Flying online course and truly benefited from being fresh with important safety information," wrote Gerald Waddill, a Cessna 182 pilot. "This was my second year in a row to make this trip and this year was made safer with the knowledge base given in your course. I highly recommend these courses to all my fellow pilots. But even if you're a flatlander with no plans to visit the Rockies, there's plenty of useful information in the course. For example, review proper leaning techniques and refresh your memory on the best way to handle summer's high-density-altitude days. *AOPA ePilot 8/26*



Congressional Research Service Questions ADIZ—

The highly respected Congressional Research Service (CRS), the nonpartisan public policy research arm of the U.S. Congress, has raised questions concerning the effectiveness of the Washington, D.C., Air Defense Identification Zone (ADIZ) and its effects on general aviation. "Detailed risk-based assessment, examining the various different types of GA operations conducted in the [National Capital Region], may be undertaken to identify airspace controls and alternative security measures that strike an appropriate balance between meeting security needs and maintaining a vibrant GA industry in the region," the service said in a report for Congress. "This certainly reinforces AOPA's position that one size doesn't fit all," said AOPA President Phil Boyer. "A small, slow, light GA aircraft is not a significant threat and shouldn't be treated the same as a much faster, much heavier airplane like an airliner. The FAA's proposal to make the ADIZ permanent is unnecessary and will continue to harm general aviation." CRS said that the ADIZ is frequently "oversimplified" in policy discussions, viewed as simply a 30-nautical-mile ring around Washington, D.C. But the ADIZ dimensions are actually considerably larger, with a lateral extent of "more than 3,000 square nautical miles." Noting that the FAA spends \$11 million in taxpayer money each year on the ADIZ, the CRS said, "Questions remain regarding whether less costly alternatives could provide equally adequate protections." *AOPA ePilot 9/23*

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MONTANA PILOTS' ASSOCIATION



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September/October 2005

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of the

Montana Pilots' Association, Inc.

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