

MONTANA PILOTS' ASSOCIATION



Heading Bug

July/August 2006

comments needed on draft Flathead Forest Management plan comment deadline is extended to Sept 7

Most Montana aviators have flown into and enjoyed the airstrips on the Flathead National Forest maintained by the MPA and Aeronautics Division; Schafer, Spotted Bear and Meadow Creek. Now the future of a few more Flathead airstrips rest in the draft forest management plan and your comments are needed.

The most important item to mention in your comments is the Forest Service has not addressed the airstrips in the North Fork Valley of the Flathead River, next to Glacier National Park. At this time there are no public airstrips in this area. When the Sondreson airstrip, just north of Polebridge, was closed by the Forest Service in 1984, the record of decision stated that if there were no longer any public airstrips in the North Fork, the closure would be reevaluated. At this time there are no public airstrips in the North Fork and the plan needs to address this issue. This site currently allows seasonal use by other motorized forms of transportation.

Furthermore, the Forest Service needs to address two additional airstrips: 1—the status of the Wurtz airstrip. It is in need of maintenance to continue to provide at least an emergency landing site. In July, 2003, a Piper Seneca landed there due to dual engine failure. The airstrip probably saved the lives of the three persons on board. 2—the fact that the plan omits reference to the Condon airstrip. This needs to be corrected to insure that this strip remain open to the public.

All you have to do is send a brief comment that you support public aviation access to the North Fork Valley of the Flathead River and you support MPA's position. The more personal you make your comments the better, especially if you have had a personal experience that involved a need to land. The deadline for comments is extended to Sept. 7, 2006

E-mail your comments to: wmpz@fs.fed.us and be sure to include your name and address.

Chuck Jarecki
Western Director, MPA

president's message:

Greetings from Smokey Montana.

I hope all you fellow aviators are checking for TFRs before launching your flight. My night flight out of Billings on July 14 revealed the disastrous orange/red flames of the fires north-east of Billings. Now with the smoke rising in neighboring Garfield county, CAVU is not expected for awhile.

On the brighter side, attached is a photo of N33976. The Valley Hangar had a breakfast flight to Opheim (S00) a few weeks back. Eight airplanes/ 14 people - great breakfast, great flight, great time. Plenty of ribbing about the slowest aircraft - me in the T-Craft.



Now for a couple of my pet peeves:

Why do some pilots refuse to fly the published traffic pattern? Are they looking for the no-radio aircraft?

Why do some pilots continually ask "any traffic please advise"? The first request implies to me that they just came on frequency and have not been listening to the local traffic calls. But additional requests seems a waste of air time and **ARE THEY LOOKING FOR THE NO-RADIO AIRCRAFT?**

Please e-mail your thoughts or suggestions for the Montana Pilots' Association to me at ace1dahl@yahoo.com

Russell Dahl
President MPA



Valley Hangar fly-in breakfast at Opheim

2006 calendar of events

Aug. 8-11—Aviation Career Academy (ACE) for sophomore, junior and senior high school students interested in aviation—For further information and an application call 406-444-2506

Aug 9—Lincoln Airport Dedication (S69)—sponsored by the Montana Department of Transportation Aeronautics Division—tours, vendors & fun start at 3 p.m.—BBQ at 5 p.m.—for more information call 406-444-2506

Aug. 11-13—McCall Family Fly-In—McCall, Idaho

Aug. 12—Winifred Airport's Hangar Opening and Dance in conjunction with the Central Montana Hangar's end-of-summer picnic—dinner at 6 p.m. and dance to a live band at 8 p.m.—for more information call Ralph Rogers-406-462-5487 or Rebecca Smith-406-538-7384

Aug. 18-20—Montana Fun Weekend—Cut Bank Airport (CTB)—Fly-In with breakfast on Sat. and Sun. mornings—car and airplane show and shine with prizes—car show and burn-out contest, Friday night lawn chair drive-in movie, bowling ball bombing, RC models, drag racing on Saturday evening and stock car racing on Sunday

Aug. 18-19—Wing's & Wheels Fly-In—Powell, Wyoming—flour bombing, hangar dance, air show and more—for information call Orville Moore at 307-754-5234

Aug. 19—Eighth Annual Polson Fly-In—Polson (8S1)—Pancake breakfast and lunch—airplane rides—Soroptimist's Wine Festival 7 to 10 p.m.— for more information e-mail Bill Olson at weo@commbank.net

Aug. 19—National Aviation Day

Aug. 30—Seeley Lake (23S)— Annual Seeley Lake Flying Club BBQ along with neighboring MPA Hangars - Five Valleys, Flathead, Mission Valley and Vigilante—serving starts at 6 p.m. at the main airport gate

Sep. 7—**Deadline** for Flathead Forest Plan comments

Sept. 9—Dillon Aviation Day—For further information call Jean Devivo at 406-683-5242

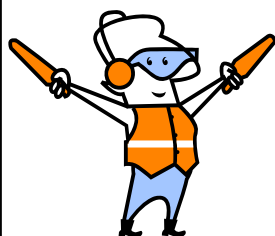
Sept. 9—MPA Board of Directors meeting - Location to be announced

Sept. 15-17—Montana Search Pilot Clinic—Kalispell—for more information e-mail Jeanne MacPherson, jemacpherson@mt.gov

Sept. 23-24—Civil Air Patrol Emergency Service Training Exercise, Laurel Airport, Saturday, 8 a.m.-5 p.m; Sunday 8 a.m.-1 p.m. www.mtwg.cap.gov

Oct. 7—Hirsch Ranch Fly-In—30 miles northwest of Miles City

Dec. 2—MPA Board of Directors meeting—location to be announced



The *Heading Bug* is now available on the MPA Web site www.montanapilots.org along with several years of back copies. If there is a favorite article you want to read again it is now available online by going to the Web site and clicking on Newsletter.



Five Valleys Hangar—In keeping with the Five Valleys Hangar members' decision (made at our May 1 meeting) to simply **FLY, EAT and GREET** during the summer months when the weather is conducive to flying, you are cordially invited to attend the following events:

Wednesday, Aug. 9 - Lincoln Airport Opening Celebration. The Vigilante Hangar has specifically invited our FVH members to attend this event. The fun should be happening between 4 and 8 p.m. More details will be forthcoming.

Wednesday, Aug. 30 - Seeley Lake Airport - Main Gate. The Five Valleys Hangar of MPA will host a BBQ at the main gate of the airport beginning around 6 p.m. Our guests include members of the Vigilante and Mission Valley Hangars, the Seeley Lake Flying Club, and possibly some folks from the Montana Aeronautics Division. The menu will be simple—burgers, brats, salads and beverage—the cost will be under \$10 per person. Another reminder will be sent out closer to this date. Please plan to attend this fun event and enjoy our last summertime flying event. *by Wade Cebulski*

Mission Valley Hangar— First, let me thank all the people who made the St Ignatius Fly-In Sunday, July 23, a great success: Vince Jennison, Mike Kuefler and Steve Allard for setting up; Connie Plaissay and Vince for a great job cooking, Mike for handling ground control, Bud Radtke and Gene Mooring, a visiting friend, for keeping the Young Eagles paperwork sorted out and Nels Jensen and Glenn Timm for helping me fly the kids. We had more than 40 visiting airplanes from all over Montana and 26 Young Eagles were flown. A lot of local people came out as well. Mike and Steve gave away a lot of prizes and all I can say is: These guys really know how to throw a party! and don't miss it next year

A great day was had by all and a great **BIG Thank You** to all who helped make it a success.

Second, because of the extremely hot weather, we are going to postpone the social meeting that was scheduled for tomorrow night. It is just too hot on the tarmac at the airport to be comfortable. We'll come up with a new date as soon as it cools off.

Don't forget the Aug. 5 Ronan Fly-In. We will be doing hamburgers and hot dogs as well as flying Young Eagles. This is a part of the Ronan "Pioneer Days." More details to follow. *by Mauri Morin*

Sanders County Hangar—had its second quarter meeting on June 23 in Plains at High Plains Cafe. We had a video on cross wind landings and an open discussion. We also watched a video on the Challenger II experimental airplane by Quad City Aircraft. We talked about the construction of the new airport, which is supposed to be done in September, with a grand opening in October. As you can see from the picture the airport is taking shape. *by Marlin Cooper*



South Central Montana Hangar—Things have been progressing nicely with the South Central Hangar. We have added a few new members and many of the old ones are active again. No one has stepped up to the plate to take the open positions of president or secretary/treasurer, but, I have not really pushed it. We will fill these positions in the near future I am sure.

Our Father's Day Breakfast at the Powers was a great success. We had 14 airplanes show up and figured we served about 120 breakfasts. Fun was had by all.

The Redman Campout was a fun success. There were 10 or more who flew in but only six decided to spend the night. Many drove up and we served about 60 dinners. Things were hampered a bit because of a TFR that ran right along the east side of the runway but that did not stop everyone.

We have been having a great time sharing activities with the local EAA chapter. They are a great bunch to work with. *By Bobbi Powers*

Valley Hangar—has had a busy summer. In May, we hosted our annual Young Eagle Flight for the eighth grade students of Glasgow and held our annual clean-up of the Elkram airstrip. In June, we hosted the annual Frank Bass Father's Day Fly-In, and then a Sunday breakfast flight to Opheim. In July, we held a poker run, round-robin flight of local grass airstrips, Kevin James had the winning hand. Our monthly meeting (second Wednesday of the month at 1800) in July was held at the KGGW Airport with a BBQ. If anyone would like to display their aircraft at the Northeast Aviation and Technology meeting in September, please contact Ken James 228-8114. *by Russ Dahl*

Seeley Lake Airport has a new camping area for pilots

The Seeley Lake Flying Club held a BBQ and work session the evening of July 13. We were just getting ready to eat when seven airplanes and nine pilots/passengers landed and joined in. They were from Michigan and flown around the area for the last few days sightseeing and camping. We were planning to begin work on setting the fence that evening. Members had worked hard for several weeks in an effort to open the campground before the Staggerwing Fly-In. Posts and rails were stained for the jack-leg fence, trees were trimmed and dead timber removed. The new picnic tables and fire boxes had just been set into place that afternoon. The Michigan pilots set up camp and were our very first guests. They left the following morning but the camping area continued



New picnic tables and fire boxes were put in place only a few hours before these Michigan pilots arrived to camp.



Michigan pilots set-up tents in new camping area and help with the fencing project

to be occupied throughout the Staggerwing weekend. (The picnic tables and fire boxes were purchased through the Montana Pilots' Association, Recreation Airstrip Fund. Other amenities have been procured through Seeley Lake Flying Club - Supporting memberships and volunteer labor and the MT Aeronautics Division.) There is water, toilet, propane grill, bicycles, courtesy vehicle, picnic tables and fire boxes available. The Pilot Camping Area adjoins the Seeley Lake Airport (23S) on the west side behind the pavilion. We are very happy to see that our new camping area will be used and appreciated and we want to thank everyone for their support!



Seeley Lake Flying Club members & families put up the jack-leg fence

by Geanette Cebulski

new Montana license plate shows you support general aviation

Experimental Aircraft Association (EAA) Chapter 517 Inc. of Stevensville, Montana, is pleased to announce a new specialty license plate for Montana pilots and other aviation enthusiasts. The license plate features a classic yellow Piper Cub on a background of billowing clouds. The caption at the bottom of the plate reads "Fly the Big Sky." The formal announcement was made at a joint meeting of EAA Chapter 517 and the Five Valleys Hangar, Montana Pilots' Association on Monday, June 19.



The new license plate became available July 1 and can be issued to vehicles outside the normal renewal cycle. Simply contact your local motor vehicle licensing office, pay the \$20 specialty plate fee for the aviation plate (designation EAAC), and a new license plate will be issued without affecting the licensing cycle.

The \$20 fee will be returned to EAA Chapter 517, which was required to pay a \$4,000 application fee to cover the state's initial production costs. EAA Chapter 517, Inc. is a Montana-based, educational, non-profit corporation granted 501(c)(3) tax-exempt status by the Internal Revenue Service. Income earned through the specialty license plate program will be used by EAA Chapter 517 to fund various youth-oriented aviation activities and promote general aviation throughout the State of Montana.

According to the Federal Aviation Administration, there are approximately 5,000 certificated pilots and other aviation professionals residing in Montana.

For more information on the aviation activities of EAA Chapter 517, Inc, go to www.eaa517.org. For more information on the national Experimental Aircraft Association (EAA), go to www.eaa.org or www.young eagles.org.

Baucus, Burns advocate unmanned border planes

Montana's two senators are pushing the Homeland Security Department to beef up northern border security with unmanned aerial vehicles (UAVS).

Sen. Conrad Burns introduced an amendment July 11 to homeland security legislation to establish a pilot UAV program at northern border air wings planned for several states, including Montana and North Dakota. Sen. Max Baucus authored a similar amendment that passed the Senate in comprehensive immigration legislation earlier this year.

Several northern-tier military installations—including bases in North and South Dakota—are fighting for a UAV mission. The futuristic planes would be driven from the ground and could relay images and sensor information.

Sounds like a good idea on the face of it but there are some monumental problems for aviators and those living below the flight path of the unmanned aerial vehicles. Those hazards have been highlighted with several recent crashes:

- A Customs and Border Protection \$6.8 million Predator B drone, which is as large as some commuter airliners (wingspan of 66 feet, length of 36 feet and weighs as much as 10,500 pounds), glided 100 feet above two homes before it slammed to the ground within several hundred feet of homes in Arizona on April 25. The explosion nearly knocked Barbara Trent out of bed. At first she thought someone had bombed the high-desert scrubland where she lives. Its ground operator accidentally shut off its engine, according to a preliminary federal incident report. The UAV did not conduct the recovery procedures programmed into the flight-control computer, which should have resulted in it coming down in a pre-determined area. In hearings before the House Aviation Subcommittee in March, Michael Kostelnik, a retired general who heads Customs and Border Protection's Office of Air and Marine, assured lawmakers that the agency's Predator had robust backup systems to ensure safety. It's not clear who should investigate UAV accidents. The NTSB's statute says it can investigate only severe accidents of planes with people aboard. (The NTSB is investigating the Predator case as an "incident," usually defined as an event that does little or no damage to the plane.)
- A prototype of an Eagle Eye tilt-rotor plane being developed for the Coast Guard crashed during tests April 5 in Texas. The UAV, which weighs about 2,000 pounds and can hover like a helicopter, went down after an unidentified radio signal triggered a self-destruct mechanism that killed the engine, according to its builder, Bell Helicopter Textron.
- The Federal Aviation Administration criticized the Los Angeles County sheriff for conducting a demonstration flight without permission June 16. The 3-pound drone, which carries video cameras, crashed in a media demonstration.



The FAA on Friday, Jan. 6 suddenly and somewhat unexpectedly established a temporary flight restriction (TFR) area near Nogales, Ariz., along the Mexican border for unmanned aerial vehicle (UAV) flights. "While there has been ongoing discussion regarding TFRs for U.S. Customs Border Patrol UAV operations, the unexpected, immediate implementation of this TFR raises concerns that the FAA and the Department of Homeland Security have not taken into consideration the impact that this kind of TFR has on general aviation," said Melissa Rudinger, AOPA vice president of regulatory affairs.

This isn't the first time AOPA has raised concerns about UAV operations in airspace shared with general aviation. AOPA has consistently insisted that unmanned aerial vehicles be able to detect and avoid other aircraft at least as well as "see and avoid" works for manned aircraft. Currently, UAVs can't do that. And that's why UAVs need TFRs to cover their operations — to keep civilian aircraft out of the airspace so that there won't be a midair collision.

But that leads to another AOPA concern. "We've also said that it would be unacceptable to cordon off large areas of civilian airspace in order to protect UAVs that can't avoid other aircraft," said Rudinger. "The implications of this TFR are alarming." A 15 nautical mile-wide TFR along the U.S. southern border, for example, would impact more than 100 airports, more than 1,300 based aircraft, and nearly 750,000 annual general aviation flight operations. A similar TFR would be established over the northern border if the UAV's were allowed to fly, and there is no safety mechanism for the UAVs to transit from their base to the border area they patrol.

The Air Line Pilots' Association is also bothered by the crashes. "Failures such as the accident April 25 occur too easily, and standards must be created that anticipate problems before they occur," says Capt. Brian Townsend, a safety expert with the association. "If they want to play the game in the same airspace as us, they must meet or exceed the same levels of safety that we operate in daily — without exception," Townsend said.

Creating those standards will not be easy. There are no rules on how to build unmanned planes that fly in civilian airspace, who is qualified to fly them and how they should steer clear of other aircraft. The FAA has set case-by-case standards for UAV operations and the agency is reviewing how Customs uses the Predator.

Joe Roberts represents the MPA at inaugural meeting of "High Five"

by Joe Roberts

Larry Taylor, the recently elected president of the Idaho Aviation Association, likes to think big. One of his "big ideas" was to have a get-together with the recent or current presidents of the general aviation associations in the northwest including Idaho, Montana, Washington, Oregon and Utah. He proposed calling the group the "High Five."

California heard about the meeting and asked to come, and while we were very happy to have California join us, they became the sixth state at the meeting, making the proposed name obsolete. And just about the time we were working on something catchy that goes with six, someone suggested that we invite Wyoming to join us for the next meeting. So now we need to shift to the number seven, and come up with something catchy for that.

The Idaho Aviation Association hosted the first meeting of the group in Boise on June 8. It happened to be the same weekend as the Antique Air Tour which went to McCall and Johnson Creek this year, so I was able to catch up with the Air Tour at Johnson Creek and spend the evening with them in beautiful, downtown Yellow Pine before launching for Boise in the morning.

At this inaugural meeting each of the state organizations gave an overview of their structure and discussed several current issues their respective boards were working on. It was interesting to learn the variety of structures and the way the various associations are organized. When it came to issues, however, many were similar and keeping small, general aviation airports open is one of the top issues for each of the states. Each state present has some current issues that fit under that topic.

After the meeting Larry Taylor and his spouse hosted a barbecue at their lovely home in Meridian. Larry also invited the members of the IAA Board to join us for the evening. I particularly enjoyed talking with the newest IAA board member, Galen Hanselman, who many of you know for his excellent publications "Fly Idaho" and "Fly the Big Sky". Galen is working feverishly to get out his latest publication, dealing with the backcountry strips in Utah, in time for the Christmas season.

The consensus of the group was to try to get together in the late fall for another session, although time and date has not been set. Who knows, by then it might be the "Great Eight."

summer means forest fires & TFRs

by Art Lindstrom

I fly a Twin Otter part time hauling smokejumpers during the summers and this year I am flying a BLM contract out of Boise, Idaho. The BLM was concerned about the dry conditions and potential for catastrophic fires so they put my airplane on duty earlier than normal and sent it to Cedar City, Utah. As the month progressed the fire activity increased and if they could not immediately put firefighters on fires, they roared out of control and consumed thousands of acres. Returning early one morning from Elko, Nevada with eight smokejumpers I had dropped three days earlier, we heard a patrol flight report a new lightning caused fire in a wilderness area. The initial call reported it as a quarter acre, a few minutes later the patrol pilot reported it had doubled in size and he continued to make similar calls every few minutes as the fire grew. By the time we got there 34 minutes later, the fire had grown to five acres. We dropped our smokejumpers, called for airtankers, the USFS Twin Otter at Prescott, Arizona, and returned to Cedar City to pick-up eight more jumpers.



photo by Art Lindstrom

On arrival back at the fire there was a stack of airplanes including two helicopters, four airtankers, a King Air lead plane, two Twin Otters, and the air attack Aero Commander, all circling the fire at various altitudes. I was at 9,500 MSL and the USFS Twin Otter at 10,500, air attack was at 11,000. We were all busy watching and communicating with each other to maintain separation. We are all equipped with altitude reporting transponders and Traffic Alerting & Collision Avoidance System (TCAS) which keeps track of others in relation to yourself. We

were intensely watching the fire and I was concentrating on the large airtanker holding at 8,500 below me because he was faster than we are and he kept ballooning up over 9,000 in the updrafts on the east side of the fire, I did not want to collide with him. The USFS pilot called out in an excited voice there was a glider at 10,500 and she had taken evasive action to avoid a midair collision. I rolled out and there was the glider right above me and another glider 500 feet above him.

The only thing that had prevented the collision was the TCAS where the pilot had seen the glider painted on her screen and looked up to see a big long wing in front of her. She pulled the power and rolled the airplane aggressively to miss the glider. Fortunately, the lower glider had an altitude reporting transponder, the other glider did not.

On return to Cedar City I called the BLM airspace specialist to see if a TFR had been filed, it had, almost two hours earlier but it still had not made it through the FAA bureaucracy. I then called the two glider operations in the area to ask

them to please stay far away from fires, and also called the FAA FSDO in Salt Lake City. The FAA immediately chewed me out for not having the TFRs in place. When informed the TFR had been filed over two hours prior, he backed off and then admitted even he had problems a couple weeks earlier when he had filed a TFR over an airplane crash and it had taken almost four hours to make it into the system. He also informed me that if there had been a collision between the glider and the Twin Otter, the powered airplane would be found at fault because they are more maneuverable than gliders. Later research on the filing of TFRs has shown that some take up to eight hours to make it into the system and available to the FSS briefers.

The TFR does not totally solve the problem because it can be put in place between your outbound and return flights or after a weekend airplane camping when you cannot establish radio contact with the FSS. The key to safe flying during forest fire season is to avoid, at all costs, flying near or over columns of smoke. The wider the berth one can give to the fire the better and the need to be extra vigilant around a fire is critical. The firefighting aircraft arrive at the fires from all compass points and at various altitudes. It is important to check for TFRs and if you are in an emergency you can contact the air attack boss on the VHF frequency listed for each TFR to transit the area. In low lying areas you can over-fly the TFR at reasonable altitudes, but call and advise the air attack boss before you do.

The terrain around a fire dictates flight patterns. For example in smokejumper operations we will arrive over the fire and orbit in a left hand turn to size up the fire and find a suitable drop zone. We will then make a low pass (200-400 AGL) over the drop zone to see if there are any dangers such as rocks, fences and the like. We then climb to 1500 AGL over the drop zone to drop streamers to judge the winds and pick the release point for the smokejumpers. If they are USFS smokejumpers with round parachutes we will drop them at 1500 AGL, if they are BLM smokejumpers under ram-air parachutes we will climb to 3000 AGL for the drop. If the drop zone is at 8,000 feet we will be dropping the BLM smokejumpers at 11,000 feet. We then descend to 150-250 AGL to drop the paracargo. Depending on the terrain, such as dropping the paracargo in a canyon we may have to climb above the canyon walls or fly around a mountain to get back on the line we need to drop the cargo, I have had to climb over 4,000 feet and fly a 10-mile orbit to make the cargo runs.

Most of the fire fighting aircraft fly in a left hand orbit, however the air attack airplanes generally fly in a right hand orbit at the top of the stack so the air attack boss seated on the right side of the airplane can see what is going on below. The air attack boss is in charge of the stack of airplanes and who is allowed down to work the fire. Many times the air attack boss will have inbound airplanes hold five, 10 or 15 miles from the fire to keep everyone separated. This holding away from the fire can also cause problems for the sightseeing airplane.

In some cases when there are multiple lightning caused fires in close proximity there can be air tanker operations over one fire and smokejumper operations over another, all within a couple miles. Again the best course of action is to avoid fires by a large margin. If it is a large fire or a group of fires there can be airplanes holding as much as 15 miles out.



photo by Art Lindstrom

MONTANA PILOTS' ASSOCIATION - Membership Application Form

Name: _____ Mailing Address: _____

City/State/Zip: _____ Home Phone: _____

Work Phone: _____ E-Mail: _____

- Please select a local Hangar (chapter):** Central (Lewistown) Colstrip Five Valleys (Missoula)
 Flathead (Kalispell) Gallatin Valley Glacier (Cutbank) Glendive Great Falls Miles City
 Mission Valley (Polson, Ronan & St. Ignatius) Sanders County (Plains) North Central (Havre)
 South Central (Billings) Southwest (Dillon, Butte & Twin Bridges) Valley (Glasgow) Vigilante (Helena)
 Member At Large

ANNUAL MEMBERSHIP DUES (JAN – DEC)

- | | | | |
|--------------------------------|--|---|----------------------------------|
| Regular Member (pilot) | <input type="checkbox"/> \$25.00 | Household Membership (2 Regular Members) | <input type="checkbox"/> \$45.00 |
| Associate Member (not soloed) | <input type="checkbox"/> \$15.00 | Family Membership (1 Regular and 1 Associate) | <input type="checkbox"/> \$35.00 |
| Montana 1st Solo Student Pilot | <input type="checkbox"/> 1 st year free | | |

Make check payable to: Montana Pilots' Association , Inc.

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

Total \$ _____

Please check the date on the address label for your membership status.

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

July/August 2006

The Bi-monthly Newsletter

of the

Montana Pilots' Association, Inc.

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