

MONTANA PILOTS' ASSOCIATION



Heading Bug

March/April 2006

Scholarships and awards presented
by the MPA at the Montana Aviation
Conference

Junior Pilot Scholarship—Leanna Taylor,
Kalispell

Flight Training Scholarship—Carry
McGill, Darby

Hangar of the Year—Southwest Hangar

Spark Plug Award—Mike Korn, MT Dept
of FWP

Pilot of the Year—Byron Bayers

President's Award—Chuck Manning

Short final

Controllers on the ball...

Heard while established on a seven-mile final to
Runway 1 at Republic Airport in Farmingdale, NY
(FRG)

Arrow N1234: Republic Tower, Arrow 1234 nine
miles north, landing with Victor.

Tower: Arrow 234 report the right downwind
Runway 1.

Arrow 234: Tower, any chance we could get a
straight in?

Tower: Arrow 234, you did say you were north
didn't you?

Arrow 234: Yes, we are 7 miles north.

Tower: Arrow 234, understand the only way I can
give you a straight in for 1 is if I turn you around
and have you continue for about 24,000 miles.

President's message:

Greetings from NE Montana.

Thank you for the opportunity to serve as your MPA
President.

For those who do not know me, I would like to tell you
a little about myself. I was born and raised on a wheat
farm and beef cattle ranch north east of Glasgow. My
father owned an airplane before he owned a car, and I
have very special memories of riding in dad's Taylor-
craft and Super Cub. Like his father, he helped me buy
my first plane after I graduated from Carroll College in
1978.

I have had the opportunity to crisscross this great na-
tion of ours, from Key West, Florida to Cold Bay,
Alaska in a variety of aircraft. I am currently flying air
ambulance for the Glasgow hospital, a job I have had
for the past 11 years. The hospital operates two
Cessna 421's equipped with Garmin 430/530s. (Those
radios tend to spoil a person in the IFR environment.)

Along with flying for the hospital, I do a little instructing
and fly for a couple FBOs. I also like to take my young-
est boys, 5 and 13, flying. My personal aircraft is a
1941 T-craft, a pre-World War II plane. In the 70's
when I learned to fly, it never occurred to me that I
would own and fly an airplane that was 65 years old.

Aviation has changed a lot in the last 30 years, and yet
many things have stayed the same. I would encour-
age you to contact me about your concerns, thoughts
and/or suggestions for the Montana Pilots' Association.

Russ Dahl
498 BIA RT 1
Nashua, MT 59248
ace1dahl@yahoo.com
406•785•4801

2006 calendar of events

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

April 29—AOM Meeting—Helena (HLN)

May 6—MPA Board Meeting—Billings or Laurel, TBA

June 3—Fly-In and Steak Fry—Sunday Creek Air Park (nine miles northeast of Miles City)

June 8-10—Montana Antique Airplane Association (MAAA) Montana Air Tour—Fly "poor man's Alaska," IDAHO—Contact Neil or Karen Salmi, 406•266•2400 or e-mail n777sx@earthlink.net

June 10—2nd Annual Lewistown Fly-In (LWT)—Pancake breakfast, experimental airplanes, warbirds and antique airplanes and cars

June 17-18—Twin Bridges Fly-In—for more information call Kendra Horn at 406•684•5335 or e-mail kendra@rubyvalleyaviation.com

June 24—North Central Hangar Fly-In Breakfast—Havre airport (HVR)—7 to 11a.m.

July 4—Townsend Flight Festival and brunch—8 a.m. till noon—Contact Neil or Karen Salmi, 406•266•2400 or e-mail n777sx@earthlink.net

July 14-16—Staggerwing Weekend—Annual Staggerwing Fly-In at Seeley Lake (23S)—BBQ Saturday evening and Pancake Breakfast Sunday morning

July 24—North Central Hangar Fly-In Breakfast—Havre City/County airport (HVR)—fly in and see the new terminal—breakfast served 7-11 a.m.

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

Aug. 4-6—The Twelfth Splash-In—Fly-In at Stillwater Landing on Lower Stillwater Lake—Whitefish—for more information go to their Web site www.stillwaterlanding.com

Aug. 19—Eighth Annual Polson Fly-In and Swap Meet—Polson (8S1)—Pancake breakfast, lunch and Pitchfork Fondue (steak fry)—swap meet, airplane rides—Soroptimist's wine festival that evening—for more information e-mail Bill Olson weo@commbank.net

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

2006 Annual Membership Meeting

The 2006 Annual Membership Meeting was held on Saturday, March 4, in conjunction with the Montana Aviation Conference in Helena at the Red Lion Colonial Inn. The meeting was attended by 43 members. Reports were heard from the following Hangars: Central MT, Five Valleys, Gallatin Valley, Glacier, Great Falls, Mission Valley, North Central, South Central, Southwest, Valley and Vigilante. Aviation Organizations of Montana (AOM) reported that the 2007 Montana Aviation Conference will be held in Missoula and that they are receiving bids for the 2008 conference. Education/Safety Committee reported that the portable booth was utilized at several Fly-Ins during the summer and offered recommendations for next summer. Membership Committee reported 550 current members to date and 200 members who have not yet renewed. Final reminders will be mailed at the end of March. Newsletter/Website - Art Lindstrom has been selected to fulfill the position of Website editor/webmaster as well as *Heading Bug* editor. Recreational Airstrip Committee reminded members to please submit comments on the Upper Missouri River Breaks National Monument Resource Management Plan before the deadline, April 26, and the draft of the MPA comments was presented and discussed. Seaplane Committee reported submitting a 33 page report to the BLM regarding float plane use in the Monument RMP. Bylaw changes were presented and adopted which allow (1) MPA assets to be transferred to the AOM in the event of the dissolution of the MPA and (2) special meetings to be conducted electronically for the sole purpose of taking action on one or more specific important issues that have had full board review and require action on a timely basis. The following slate of officers were nominated and elected for 2006: Russ Dahl, president; Bobbi Powers, eastern vice president; Rick Kraft, western vice president; Chuck Jarecki, western director.

by Geanette Cebulski, secretary/treasurer



hangar reports

Central Montana Hangar—held its monthly meeting on Tuesday, March 28, in Lewistown with 20 members and guests in attendance. The hangar is planning our annual summer Fly-In for Saturday, June 10, from 7 to 11 a.m. This Fly-In promises to be bigger and better than last year! We are combining our event with other Lewistown clubs to include, antique and classic autos, antique tractors and Pioneer Power Days, and a vintage motorcycle display. The following exhibitors are expected to be on display; spray planes, kit planes, private military jets, helicopters, travelair, and the National Guard. The EAA Young Eagles will be offering free rides to the kids. Mark your calendars now so you won't miss Frank Bass's famous pancakes. The Central Montana Hangar donated \$200 to the successful Lewistown Science Club that is headed to nationals, and invested time and money to set up a new pilots lounge at the airport. *by Greg Smith*

Five Valleys Hangar—held an organizational meeting to reactivate after several years of inactivity. The meeting was held Monday, March 20, at the Missoula International Airport conference room in conjunction with EAA Chapter 517. The meeting was attended by 24 EAA and/or MPA members. The following officers were elected: Wade Cebulski, president; Jim Younkin, vice-president; and Sherry Rossiter, secretary/treasurer. Jack Gillespie, an MPA past-president, presented us with the checking account which had been held in escrow since 1998. Topics of discussion were the 2007 Montana Aviation Conference to be held in Missoula, FAA user fees and Missoula airport hangar construction. The next Five Valleys meeting is scheduled for Monday, May 1, at 7 p.m. in the Missoula airport terminal. *by Wade Cebulski*

Gallatin Valley Hangar—officers for 2006 are—Jon Hudson, president; Dennis Guentzel, vice-president; Walt Weaver, secretary/treasurer. *by Mike Pearson*

Great Falls Hangar—the December meeting was our annual Christmas party, held in conjunction with the EAA and catered by Air Host at the GTF terminal building, everyone agreed it was a fine event. Election of officers was held after dinner and the current slate was reelected. Ray Wallace asked to be excused from his duties as secretary/treasurer. The 2006 officers are J. C. Kantorowicz, president; Lou Ronnau, vice president; and Pam Whitney, secretary/treasurer. In January we resumed our regular agenda with discussions about continuing co-meetings with the EAA, membership, fly-in proposals for the coming year, the MPA Annual Poker Run, public service projects and money making ideas. It was decided that in the future the Great Falls Hangar will meet independently from the EAA chapter. Meetings will continue to be held at the GTF terminal building at 7p.m. but will be changed to the second Wednesday of each month. *by J.C. Kantorowicz*

Miles City Hangar— held its first meeting of the new year on Feb. 1. Lee Richardson, president; Monte Reder, vice-president and Barb Hirsch, secretary/treasurer will remain in office for another year.

We will have our annual steak fry at Sunday Creek on Saturday, June 3, from 10 a.m. till 4 p.m. or when everyone is gone. Will keep everyone posted on that date. Our annual Fly-In at the Alvin Hirsch Ranch will be on Saturday, October 7, which is always great fun, cold or not. That is about it for now. Safe flying. *by Barb Hirsch*

Mission Valley Hangar— held it's regular monthly meeting Mar. 14 in conjunction with EAA Chapter 1122 at the Ninepipes Lodge and the attendance was robust. This meeting was more of a social affair with most of the wives in attendance. The program was the DVD, *One Six Right*, the story of Van Nuys Airport. The next meeting will be April 11 at Mauri Morin's hangar on the Ronan airport. *by Bill Olson*

North Central Hangar—held its Fly-In in Big Sandy in July, and it was a huge success. Our Christmas party was held on Jan. 14, this year and our guest speaker was Russ Dahl from Glasgow. He gave a presentation on the Medivac flights and showed pictures he took while ferrying a cub to Alaska. We also honored four student pilots from our Memorial Fund.

Our Fly-In this summer will be held on June 24 at the Havre airport along with a car show. Any other toys that anyone can bring will be greatly appreciated. Havre's new terminal is now open and is a great improvement, along with new lighted signs on the taxiways. A date has not been set for a grand opening, but we will keep you informed. Darrold Hutchinson is our new temporary airport manager replacing Bill Arvin who is in Iraq. Bill should be returning sometime in April.

Several of us went to the BLM meeting in Havre on January 27. We all need to respond to the BLM. *by Bob Breum*

Vigilante Hangar—had three fly-outs last year—Townsend at the Salmi's, Lincoln at Jerry and Liz Cain's and Seeley Lake with the Cebulski's and the Seeley Lake Flying Club. *by Bill Gallea*

Sikorsky selects Montana for new engineering design center

Sikorsky Aircraft announced March 6 that it will team with a third party engineering services provider to open an engineering design center in Bozeman. The design center will support Sikorsky's aftermarket, commercial, and U.S. government business. Sikorsky Aircraft, based in Stratford, Conn., is a subsidiary of United Technologies Corp.

By the end of 2006 the design center will employ 40 engineers, with the potential to expand if warranted by business conditions. Engineers at the center will perform targeted airframe and subsystem detail design activities to support anticipated growth of several Sikorsky military and commercial programs and related aftermarket services.

Sikorsky is currently seeking and reviewing proposals from several engineering services providers to set up and operate the facility. The selected provider will be announced in late April, with operations scheduled to begin in July with approximately 20 engineers. The specific location within Bozeman is currently under evaluation.

"We are excited about locating a new engineering design center in Bozeman," said Mark Miller, Sikorsky vice president of research and engineering. "It is a growing, economically dynamic region with excellent universities having strong engineering programs. Opening this center is another part of our strategy to maintain our Rotorcraft Center of Excellence in Stratford while offloading targeted detail design activities, thus providing best value to our customers."

In 2005 engineering service providers opened similar engineering design centers in Lexington, Ky., and West Lafayette, Ind., to perform work for Sikorsky. Placing targeted airframe and subsystems detail design work in design centers allows Sikorsky to concentrate its engineering personnel and resources on systems integration, vehicle definition, dynamic systems design and other competencies in its facilities in Connecticut, Florida and Alabama.

Senate Commerce Committee skeptical of FAA's funding presentation

Congress is casting a jaundiced eye on the FAA's budget and funding proposals. And the scrutiny has only just begun. "This subcommittee is very concerned about some of the programmatic cuts proposed in this budget," said Sen. Conrad Burns Tuesday, March 28, at the first of multiple hearings on the FAA's 2007 budget and future funding needs. Burns is chairman of the Senate aviation subcommittee of the Commerce, Science and Transportation Committee.

Burns in particular objected to "massive cuts" in the Airport Improvement Program (AIP). "I find it very short sighted to cut rural airport funding at a time when aviation is seeing record numbers of passengers and projected traffic numbers," he told FAA Administrator Marion Blakey.

"To compound that, the AIP proposal is nearly \$1 billion below the level this committee authorized for the program. This committee has consistently tried to provide infrastructure funding only to see it carved up in the budget proposal," Burns said.

Sen. Ted Stevens (R-Alaska) was also irate at the funding cut for small airports. "These airports are the villages' only access to the outside world," said Stevens. Reminding the FAA administrator that some of the airports had gotten runway lights from previous AIP budgets, he said, "It's dark half of the year there!"

And FAA claims about needing a new "funding stream" were also viewed with skepticism. Sen. Mark Pryor (D-Ark.) pushed Blakey on what the Next Generation Air Transportation System (NGATS) will cost. That is the FAA's plan to modernize the air traffic control and navigation systems. But Blakey could not answer Pryor, saying there were still too many variables to arrive at an approximate cost. Said Pryor, "You have no idea what the next generation system will cost, so I think it would be hard to say if the revenue stream you have today would be adequate to cover that."

Sen. Frank Lautenberg (D-N.J.) got very specific, asking, "Will the administration propose a new user fee for any segment of the general aviation community, including business aviation?"

Blakey said that while she would love to answer the question, she could not because the new funding proposal was still under review. She said that it would "balance" the competing concerns of general aviation and the airlines. "At this point, our concern is that we are able to tie the costs of the system to the revenue and come up with a stable, cost-based system that is more equitable than the current system."

Pilot of crashed plane uses wreckage for warmth

*by Peter Porco
Anchorage Daily News*

Survival course instructors always preach that you will only have what you are wearing for survival gear after an airplane crash. The following story provides an exclamation point to that statement.

The Alaska Air National Guard has saved hundreds of lives over the years, including scores of pilots who have crashed their planes in the remotest parts of the state. But few victims appeared like pilot Justin Rodgers when his rescuers came upon him at midnight Tuesday, March 21, in a valley in the vicinity of the Kilbuck Mountains, 90 miles north of Dillingham.

There was Rodgers sitting on the edge of a snow hole, his thighs tucked beneath the burned-out frame of his Super Cub, in which he had crashed more than five hours earlier. "It was like he was sitting on a dining room chair, just sitting there with his head leaning on the engine block," said Tech. Sgt. Robert Schnell, one of the guardsmen who landed in a helicopter and got Rodgers temporarily patched up and evacuated to Anchorage. Authorities believe that Rodgers, who seemed to have broken his legs and had a dislocated shoulder, facial cuts and other injuries, managed to crawl away from the burning wreckage of his plane, then crawled back once the flames burned out in the wind, they said Wednesday. With the temperature near zero, the pilot was becoming hypothermic, and so he soaked whatever warmth he could from the heated metal, they said.

Rodgers is a 33-year-old state wildlife trooper from Dillingham. He was in stable condition at Providence Alaska Medical Center on Wednesday, said Capt. Steve Arlow, head of the Alaska Bureau of Wildlife Enforcement. "He's doing considerably well," Arlow said. When Rodgers arrived by ambulance at Providence at 2:45 a.m., Arlow met him and was surprised to find him able to talk. The crash of the Super Cub seemed so bad that no one, including Rodgers' father, Charles, who saw the wreckage from the air soon after the crash occurred, expected him to have survived it. "When I got that call last night at 10 p.m., I didn't anticipate walking into the hospital and to be able to have that conversation (with him)," Arlow said.

"Justin Rodgers was off duty on Tuesday," the state troopers said. "He and his father were each flying their own plane, headed for a cabin and their trapline," said Christine Nangle, a spokeswoman for the Alaska Air Guard. When Charles Rodgers, who arrived at the cabin first, saw that his son was delayed, he flew back on their route. About 30 miles later, he found the Super Cub on the ground engulfed in flames, the National Guard said. The victim's father radioed for help, and the Air Guard's Rescue Coordination Center on Fort Richardson scrambled the 210th, 211th and 212th Rescue Squadrons on Kulis Air Guard Base.

By 10 p.m., an HC-130 Hercules tanker and an HH-60 Pave Hawk helicopter were airborne, carrying pararescue jumpers, or PJs. Schnell, one of two PJs from the 212th Rescue Squadron aboard the Pave Hawk, said in an interview that they could not locate the downed craft at first, despite working from coordinates supplied by the pilot's father. No emergency locator transmitter signal -- meant to transmit in the event the aircraft goes down -- was coming from Justin Rodgers' Super Cub, the Guard said. The Hercules crew overhead launched flares that lit up much of the valley below. Minutes later, the Pave Hawk's crew, using infrared goggles, spotted the wreckage and saw Justin wave to them, Schnell said. The Pave Hawk landed nearby. Schnell, the second PJ, the copter's flight engineer and its gunner left the helicopter and pushed through 30 yards of deep snow to Rodgers. He was severely hypothermic, thirsty and in pain, Schnell said. Though his hands were gloveless, Rodgers was wearing Carhartt pants and a Carhartt full-body insulated suit. If not for his injuries, the PJ said, the pilot might have coped with the cold and wind. "He was well prepared," Schnell said. The extra clothing apparently had protected Rodgers from the flames, according to the Guard. He suffered only a slight burn on a shoulder.

The hole beneath the plane was four feet deep. The PJs at first thought Rodgers had dug it himself, to get out of the wind, according to Nangle. But Rodgers told them the aircraft made the hole when it crashed and burned, she said. Except for a part of the tail and most of the starboard wing, the aircraft was skinless after the fire, according to Arlow, who got his information from Rodgers.

In the wind, the pilot sought the protection of a warm frame and engine block. "He told me, 'I crawled out of there (as the plane began to burn), and I got back in the hole to keep warm,'" Arlow said.

Rodgers is at least 6 feet tall and 260 pounds, Nangle said. Whenever his rescuers touched his legs or arms to get him out of the hole, he felt acute pain, Schnell said. "That was the worst part for me too," he said. Schnell climbed down into the hole, got under Rodgers and pushed up while the others pulled from above. Eventually, they got Rodgers aboard the Pave Hawk, gave him IV fluids, and treated him for 20 minutes at Iliamna airport, where they transferred him to the Hercules. On the flight to Anchorage, he continued to receive treatment from the PJs, who are among the most medically able rescuers in the world. Nangle said she doubted Rodgers would have survived the night without rescue.

The National Transportation Safety Board is investigating the crash. No cause was evident Wednesday. "I'm not sure Justin knows," Arlow said.

Veteran pilot donates backcountry strip in the shadow of Glacier Park

By Mike Sidders

Ben Ryan's P-38 Lightning was out of control. The P-38 following him had just taken evasive action to avoid a collision and, in doing so, had peeled the right-vertical stabilizer from Ben's twin fighter. Ben was helpless; rudder and elevator, gone. His aircraft tucked into a steep dive and the roiling waters of the Pacific Ocean off the coast of Panama filled his vision. Sliding the canopy back, he dropped clear and immediately deployed his chute. Seconds later, the P-38 disappeared, with nothing but a circle of foam remaining on the surface of the ocean below. After his own splashdown, a native brought him to shore. The very next day, Ben was back in the air.

Six decades later Ben still loves aviation; and it is evident when you visit his home. The three airplanes that Ben built years ago sit in the hangar by his home, looking like they are ready to fly. Early in the 1970's, Ben and his wife Agnes—affectionately known as "Butchie" from her maiden name Butchkosky—began construction of an airstrip on their property near Glacier National Park. To create their airstrip, Ben spent several summers filling a wide drainage between two level benches with only a small front-end loader on his tractor—the equivalent of filling a swimming pool with a teaspoon.

Summers were spent creating the runway, and Ben's winters were spent buying, building and restoring airplanes. In 1974, he began construction of his first plans-built airplane, a tandem seat Wendt Traveler. Three years later, it was complete and ready for its maiden flight. Ben was back in the air and loving every minute.

Bestowing the Love of Flying

Two years ago, the childless couple began to consider their legacy. How would the Ryan name continue? At the recommendation of a friend, they called to inquire about the recently formed Recreational Aviation Foundation (RAF); a non-profit organization dedicated to preserving recreational airstrips.

RAF Director, Chuck Jarecki, met with the Ryans to begin a dialog and to determine what their level of involvement might be. The Ryans fell in love with Chuck; and, likewise, he with them, establishing a positive relationship personally and with the RAF. Their desire was to leave a gift to the pilot community that would continue in perpetuity; to bring joy to others as it has brought joy to them and to help reverse the tendency for airstrips to disappear. They began to implement a plan to incrementally transfer ownership of the entire property to the RAF for the creation of a recreational pilot's retreat with a public-use airstrip.

Ryan's property adjacent to the airstrip was mostly covered with timber, creating a serious forest fire hazard. Ben requested the RAF to contract for and supervise a selective timber harvest to enhance the recreational aspects of the property and reduce the fire danger. The income from the logging operation was used to establish an account for perpetual maintenance of the airstrip.

Situated at 3,600 feet on the west slope of the Flathead Range, the airstrip is kept mowed all summer and the wind-sock is changed when it becomes faded. However, Ben states, "this is still a 'bush' airstrip." Tall trees occupy both ends and squirrely winds can test any pilot's flying skills. A steep, stabilized approach is required to set-down in the first third of the 2,500 ft. runway.

Foundation Maximizes Benefits to Donors

Because of the magnitude of this gift, the RAF formed an Auxiliary Foundation to maximize the tax benefit to the Ryans and future donors of properties or other significant endowments.

Ryan Field is a treasure that we have the opportunity to enjoy for years to come and the Ryan legacy will continue through their generous donation. Words fail to express the gratitude each of us should have toward this lovely couple. It may also serve to create awareness of the capability of others of leaving a similar legacy.



The Ryans request that you schedule your visits through the RAF. To visit the Ryans please go to the RAF Web site at www.recreationalaviationfoundation.org and click on the "directors" button. Any of the directors can make the arrangements for you.

While the airstrip is a gift to the flying public and backcountry aviation, the Ryans still make their gift quiet home there. They cherish your visit, but ask that you first make arrangements with the RAF so that they know when you'll arrive. You are welcome, but the RAF asks that you respect their privacy. Due to the nature of the area, large fly-ins are not appropriate. Use common courtesy, and keep aircraft numbers at a minimum.

If you have the opportunity to visit, you can expect the Ryans to give you a tour. Ask Ben about his airplanes and you'll be invited into his hangar. You'll be captivated by the stories both of them have about their life together after meeting on a blind date during World War II. Butchie always enjoys fresh fruit or a box of chocolates. Tell them how much you appreciate their sacrifice for this country and for the flying public. One thing is certain; you won't want to leave.

When the native brought Ben to shore after escaping his crippled airplane, the government offered a reward for saving a fallen airman—fifty dollars—a heck of an investment for putting this remarkable life back into commission. Perhaps, you too will consider a similar investment toward the future of backcountry aviation.

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.

Total \$ _____

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

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

Seeley Lake applies for Recreational Airstrip Committee funds

The MPA Recreational Airstrip Committee budgeted funds for several airstrips including Seeley Lake which recently applied for their funds to purchase picnic tables and concrete fire grills from Loren Smith at Prairie Kraft Specialties for a new campground. Last summer, Montana Aeronautics was able to lease one acre of Missoula County ground at the main entrance to the airport for a campground so pilots would not have to camp along the runway. It is a timbered area with four to five natural tent sites. Last fall the Seeley Lake Flying Club cleaned up brush and debris and ordered a jack-leg fence to put up around the property. There is one portable toilet in place and a frost-free hydrant available next to the pavilion for water. Other amenities provided by the Seeley Lake Flying Club for fly-in guests include a covered pavilion with two picnic tables, a propane barbeque grill, three bicycles (and "emergency only" fuel). Lindey's Steakhouse maintains courtesy vehicles at the main gate which may be accessed with a key located in a lock box at one of the walk through gates.

Seeley Lake Flying Club, Inc. has Supporting Members who help fund these projects. Some of the other projects funded in the past include a concrete run-up pad, new airport sign and main gate, storage shed for airport equipment, solar-powered runway end marker lights and irrigation supplies. The club is trying to acquire enough water to irrigate the runway during the summer. Some speculation has already been done, but more funds are needed to complete the project. Annual Supporting Memberships are available for \$90. Come be a supporting member.

Seeley Lake Flying Club, Inc.,
P O Box 1096, Seeley Lake, MT
59868 Wade Cebulski, president
406•677•3219.



photo by George Kounis

Montana Pilots' Association, Inc.
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We're on the Web at <http://montanapilots.org>