

## MONTANA PILOTS' ASSOCIATION



# Heading Bug

July/August 2007

## president's message

*Russ Dahl was invited to write a guest opinion that ran in the Billings Gazette on July 11.*

For many citizens of rural Montana, the lack of big-city lights and noise is a welcome blessing. The absence of honking horns and sirens every half hour is enough to warrant a drive of more than five hours to do summer shopping.

While this peace and quiet is a clear benefit for many Montana residents, the result is that many small businesses throughout our state have had to think of new and creative ways to keep smaller communities connected and supply residents with essential goods and services they need for their day-to-day lives.

Many of these small businesses found that the skies were the answer. The use of small, private planes has been one of the most beneficial tools for businesses in Montana. Since 1939, the Montana Pilots' Association has supported these businesses and their pilots and has promoted the many benefits small planes bring to Montana communities. In addition, we help maintain small airports throughout the state that provide access points to link rural residents to small businesses.

### **Airlines' long-time goal**

But this link could be severed if the big airlines get their way. Recently, the Senate Commerce Committee approved a bill that would force turbine-powered aircraft - used by many small businesses - as well as commercial airlines to pay a tax, called a "user fee," on every flight.

This measure would codify the big airlines' longtime goal: that all airplanes pay the same in taxes, regardless of size and passenger capacity, and that a small aircraft carrying three people pay the exact same amount as a jet carrying 300. In addition, this new funding scheme would require a huge, new bureaucracy to collect these new taxes and fees, and create many new administrative burdens for small-aircraft operators.

In addition to this new tax, small aircraft will likely have to endure a doubling of the fuel tax that we already pay. As if this were not bad enough, the Commerce Committee's proposal would also force small planes to shoulder the airlines' tax obligations while the airlines enjoy a nice tax break.

The fact is that 85 percent of the businesses that use general aviation are small and medium-sized businesses. These businesses rely on planes to access customers and distributors as well as to respond quickly to any problems their businesses face. These planes are vital for Montana consumers as they provide rural citizens with quick and easy access to goods and services that are not readily available. Using the small airports throughout Montana, pilots connect with people in all areas of the state.

### **Slowing air traffic**

The implementation of the tax proposal would slow air traffic to the point that the airports themselves may not be able to afford to stay open, thus closing critical access points for many of Montana's rural residents.

In addition to serving small businesses throughout our state, many of these pilots volunteer to be available if disaster strikes. Many pilots are not reimbursed for their participation, and with these tax hikes on the horizon, many pilots will not be able to afford to make the flights, putting response time for emergencies at risk. These pilots volunteer their planes and their time to fly terminally ill patients to hospitals to receive lifesaving procedures and treatments. Charitable organizations, such as Angel Flight, rely on the generosity of these pilots - who fund these flights out of their own pockets - to continue to provide these services to citizens in rural areas, areas of the state that commercial airlines ignore.

The U.S. House Transportation and Infrastructure Committee recently passed a bill that would increase funding for the FAA without the implementation of user fees and substantial tax breaks to the big commercial airlines. We hope that the Senate Finance Committee will endorse the same common-sense approach; it would give our government the revenue needed to build and finance the system without permanently grounding these planes that are essential in linking rural citizens to all of the goods and services Montana has to offer.

Russell Dahl  
MPA President  
406-263-7821

# calendar of events

## 2007

**Aug. 11**—Ryan Field BBQ—**Cancelled**—Based on the forest fire situation in Montana, the RAF decided to cancel the BBQ at Ryan Field. The BBQ will be rescheduled in June, 2008, at which time the pilot shelter should be completed. The Ryans were looking forward to having us there but they understand that safety comes first. There is now a courtesy van at Ryan Field, but as before, prior permission is requested before landing at Ryan's.

**Aug. 11-12**—Winifred (9S7) Fly-In and Backcountry Fly-Out—for more information—Ralph Rogers 406-462-5487

**Aug. 18**—Ninth Annual Polson Fly-In—Polson (8S1)—pancake breakfast 8-11 a.m., lunch noon-2 p.m. and concessions all day—Soroptimist's Wine Festival 7-10 p.m.

**Aug. 17-19**—6th Annual Montana Fun Weekend—Cut Bank (CTB)

**Aug. 22**—Browning Airport Open House (8S0)—for more information MDT's Aeronautics Division 406-444-2506

**Sept. 7-9**—29th annual Mountain Search Pilot Clinic—limited to 30 Montana Aeronautics Division registered volunteer search pilots—\$75 registration fee, lodging responsibility of participants-rooms blocked at Wingate Inn (866-300-7100 or 449-3000)—for more information contact Jeanne MacPherson, [jemacpherson@mt.gov](mailto:jemacpherson@mt.gov) or 406-444-2506

**Sept. 21**—**Deadline** for Sept/Oct *Heading Bug*

**Dec. 1**—MPA Board Meeting—Lewistown at 11 a.m.

## 2008

**Jan. 18-20**—Winter Survival Clinic—Helena Airport (HLN)—for more information contact Jeanne MacPherson, [jemacpherson@mt.gov](mailto:jemacpherson@mt.gov) or 406-444-2506

**Feb. 28-March 1**—Montana Aviation Conference—Great Falls



The Montana Mountain Flying Rendezvous June 2-3 at Townsend. Photos submitted by Neil Salmi.





## hangar reports

**Central Montana Hangar**— Officers: Peter Smith, president; Dale Chamberlain, vice president; Greg Smith secretary/treasurer. We currently have 49 paid up members.

We held our second annual Fly-In breakfast on June 9. The same weekend there was a steam gas tractor show put on by the Central Montana Fly-wheelers at the Lewistown airport. Our Fly-In was a success with—250 meals served, 45 planes flying in and 30 Young Eagle rides given.

Our Central Montana Hangar is becoming a very active organization with some new blood entering the ranks. A typical Saturday morning will find 10 to 20 of us hanging out at the old FSS building (our new pilot's lounge) just swapping stories. Our most recent student pilot is VP Dale Chamberlain who should have his rating before the end of the summer. Pete and Rebecca Smith earned their seaplane rating this spring in a BC12D while on a family vacation in MD.

Our summer picnic is scheduled for Aug. 11 and is held in conjunction with the Winifred Fly-In. Schedule as follows:

**Friday Night; Aug. 10:** Camp at Cow Coulee airstrip in the Missouri River Breaks. (2400 ft...E - W in good shape... [N47 56.85 W 109 00.54] see photos from Mike Vivion's article in Pilot Getaways.) We will cook beef and provide a salad—BYO Beverages. We'll haul it out there along with paper plates and napkins/setups.. \$7 for the feed. ...no reasonable person would have a fire in the breaks right now.

**Saturday Morning; Aug. 11:** Fly to other back-country strips/explore Missouri Breaks country—look for elk and world-class bighorn sheep.

**Saturday Afternoon; Aug. 11:** Return to Winifred...open fly-outs .... Hamburger feed in hangar that evening. \$10/plate with keg beverage.

**Sunday Morning; 12 August:** Short field/spot landing contests. We can jackpot if there is interest otherwise, strictly ego gratification.

We meet monthly on the last Tuesday of the month at the Yogo Inn, but our next meeting is scheduled for Sept. 25. Please feel free to join us at 6 p.m. for the social half hour then dinner at 6:30. *by Peter R Smith*

**Gallatin Valley Hangar**—has had a number of events, but our big news is the completion of the pilot shelter at Gallatin Field. This amazing building is finally complete, and just in time for the "Blue Angels in the Big Sky" airshow. July was a month filled with tasks, large and small, and the dedication and perseverance of the volunteers was gratifying to see. John McKenna has been the driving force behind the pilot shelter for almost three years of construction, and all of his efforts, and those of the volunteers and donors, has now been rewarded. On the Saturday evening of the "Blue Angels in the Big Sky" airshow, the Gallatin Valley Hangar hosted a pig roast at the pilot shelter. The turnout was so good, that we ran out of plates! Luckily, we did not run out of food (or beer). Almost 180 people joined the celebration, including MPA members and their families, airport staff, airshow performers, airshow organizers and staff, and members of other aviation groups. We are planning a more "formal" dedication event for later in the fall.

If you are coming through Bozeman, please stop and take a look at the pilot shelter. It is located at the south end of taxiway November, south and slightly west of the self-serve fuel pumps. The pilot shelter is ready for anyone who is camping with their airplane.

In April, Jeanne MacPherson from the MDT Aeronautics Division presented a program on survival equipment to the Gallatin Valley Hangar. On June 1, Sparky Imeson of Mountain Flying, LLC presented a 3-hour ground school on mountain flying techniques. This was a very well attended event. On Saturday, June 2, Sparky flew with nine hangar members, and everyone who flew with him was amazed and enthused about what they had learned. Our learning experience was tempered by the unfortunate accident on June 3, but we were all thankful that Sparky and J.C. Kantorowicz survived. There will be more learning opportunities as a result of that weekend.

Our next major event will be the dedication of the pilot shelter. As soon as a date and time are set, we will notify the other MPA hangars and hope we have another big crowd. *by Jon Hudson*

*Editor's Note: About 45,000 people showed up for the Blue Angels in the Big Sky air show at Gallatin Field, about 25,000 on Saturday and 20,000 on Sunday. The 45,000 people translated to about \$400,000 in gross receipts for the Bozeman Area Chamber of Commerce, probably enough to cover expenses.*

**Great Falls Hangar**—held a single meeting during the summer of 2007. This was a barbeque at Dan and Margie Prill's. The hangar bought buffalo burgers, buns, condiments, etc. and the attendees brought salads, desserts and their own libations. Those who have been to the Prill's before know what a nice patio they have. As it seemed to be threatening a thunderstorm, Dan and Ted (their son) moved all the tables, chairs and barbeque grill into Dan's hangar. We ate in a spotless hangar with Dan's RV project and his Super Cub. About a dozen members attended. All drove, no one flew.

The hangar secretary/treasurer, Pam Whitney went to a lot of work this spring sending out approximately 45 mailers to past members of the hangar to encourage them to renew their membership in the MPA. *by J.C. Kantorowicz*

**Mission Valley Hangar**— meets the fourth Tuesday of the month and alternates between the Polson FBO and Mauri Morin's hangar in Ronan. The July meeting was held in Ronan and the major business topic was the upcoming ninth annual Polson Fly-In. The acquisition of two gas fired grills has proven to be a boon for the hangar, most recently used to cook breakfast at the St Ignatius Fly-In/Young Eagles and again a week later at the Ronan Fly-In/Young Eagles. Over 50 airplanes flew into the St. Ignatius Fly-In and over 280 breakfasts were served and 120 gallons of aviation fuel given away in 10 gallon increments. There was a change in the menu, huckleberry pancakes were served instead of the usual buttermilk pancakes. The second annual St. Ignatius Fly-In coincided with The Good Old Days celebration and the Ronan Fly-In coincided with the Pioneer Days celebration. This is the 60th year of joint management of the three Lake County airports (Polson, Ronan and St. Ignatius) by the Lake County Airport Board (how many organizations are 60 years old) and is being celebrated at the Fly-Ins. *by Art Lindstrom*

**Southwest Montana Hangar**—May meeting was held at the Dillon airport and was just pizza and beer. The May meeting was the last hangar meeting until September 2007.

The Twin Bridges airport Fathers Day Fly-In was held on June 16 and 17. Saturday's highlights included, vendor exhibits, games for the kids and the ever-popular free airplane rides for kids under 16. This year over 90 boys and girls were treated to rides in a variety of aircraft that included; Cessna 172 provided by the 3 Rivers Flying Club piloted by Denzel Davis, Cessna 182 piloted by Captain Woody O'Dell, two SIAI Marchetti 1019s piloted by Beau Bradley and John Schwamm, Maule M6 piloted by Paul O'Bagy and the final group of anxious kids were treated to a ride in a Cessna 425 piloted by Beau Bradley. Over 46 hours of aircraft and pilot time was donated this year to complete the mission, many thanks to the aircraft owners and pilots. There was a variety of aircraft that arrived for the day and evening events. The Twin Bridges High School Close-up provided lunch Saturday and Sunday. Saturday was capped off with the BBQ prepared by Jason George. It was a great meal that included pig, chicken, brats and a host of salads and deserts. Many thanks to the hosts of the BBQ; Ruby Valley Aviation, Beau and Deb Bradley and the Southwest Hangar.

Sunday started off early in the morning with the annual Twin Bridges Rotary and VFW clubs pancake breakfast with all the trimmings. After breakfast a large crowd gathered to watch nine aircraft, pilots and their bombardiers try their hand at aircraft bowling and flour bombing. After the dust settled the aircraft bowling was won by the team of John Schwamm pilot and Brendan Dale bombardier flying a SIAI Marchetti and the flour bombing title went to the Team of Ron Coleman pilot and Starr Farmer Bombardier flying a Husky. Many thanks to Master of Ceremonies Byron Byers, the sponsors; Ice House, Andy Nye, Greater Ruby Valley Chamber of Commerce, Aviall aircraft parts, City Service aircraft fuel, Ruby Valley Aviation and staff, vendors, and the many volunteers that helped make the fourth annual Fathers Day Fly-In a great success.

On June 24, members of the Southwest Hanger spent a good part of the day at the annual Wisdom Airport clean up. General airport grounds clean up and gopher hole repair work completed. The runway, taxiway, tie down and picnic areas were mowed. This annual clean up has the airport looking better and better each year, if we could just get rid of the mosquitoes. Many thanks to the following Southwest Hangar members: Byron Byers, Jim and Debbie Beauchamp, Dennis and Jean DeVivo, Charles Fligel, Dick and Ramona McAfee, T.J Reynolds, Kendra Horn and Ed Pedrizzetti.

*by Denzel Davis*

**Vigilante Hangar**—met in May at Salmi's in Townsend for a presentation by Jerry Cain, MPA member and Angel Flight pilot, on Angel Flight West. Dinner was served by Salmi's and the very professional presentation was well-received. Hopefully our members will consider joining this most needed organization.

In June the Vigilante Hangar, along with the Southwest Hangar, organized the (?first) Montana Mountain Flying Rendezvous. Held in Townsend, June 2 and 3, this event featured ground school and the opportunity to measure aircraft take-off and landing performance, plus the opportunity to fly with some of the country's best mountain flying instructors. In general, the Rendezvous was felt to be a resounding success. It ended dramatically with the crash landing in the Beaver Creek drainage of JC Kantorowicz and Sparky Imeson, who miraculously survived and were rescued through the efforts of the Montana Aeronautics Division. Many lessons were learned, which will be outlined in a separate brief.

For the June monthly meeting, the second Wednesday, we flew to Lincoln for the annual picnic dinner hosted by Liz and Jerry Cain. In spite of somewhat unsettled weather, there was a great turnout of pilots and aircraft.

In July, the hangar met on the second Wednesday at the new restaurant at the Canyon Ferry airstrip, called Flamingo's. Another good turnout and another new restaurant with great food!!

**No meeting in August!!** Avoid meeting burn-out! Maintain our tradition! Save energy for other aviation events in the state! Stay indoors in search of clean air! Catch up on your back-log of reading! Clean the garage!! Send ideas for the September meeting!! Pray for rain!! *by Bill Gallea*



# The user-fee battle

## House committee hears user-fee arguments

Members of the House Ways and Means Committee heard from several players in the aviation-taxes/user-fee debate in a hearing on Wednesday, Aug. 1. FAA Administrator Marion Blakey made her pitch for user fees, telling the committee that "general aviation drives about 16 percent of the costs of the air traffic control system, while only paying about 3 percent of the taxes." The committee also heard from Gerald Dillingham, director of the Government Accountability Office, who said the current trust fund system is already raising enough money to support the FAA without the imposition of user fees. "Selected proposals for funding aviation activities could generate more revenue, but could also lead to unintended consequences," he said in his report. "For example, a House committee recommendation to raise general aviation fuel tax rates could increase trust fund revenue, but might reduce fuel purchases, which would limit the amount of the revenue increase." Dillingham also said that when fees are imposed for aviation activities, "care must be taken to ensure that efforts to avoid the fees do not compromise safety." Joseph Kile of the Congressional Budget Office concluded, "Pricing the air traffic control system so as to provide the appropriate economic incentives to the various sectors of the aviation industry may enable the system to better accommodate the growing demand for air travel." Also speaking at the hearing were Phil Boyer, president of AOPA; James May, president of the Air Transport Association; and spokesmen from Delta Air Lines, UPS, Bradley International Airport in Connecticut and Winner Aviation, an FBO in Ohio.

## The Fight against user fees is not over, Congressmen say

### Urge supporters to contact President, Representatives in Congress

Seven members of the House of Representatives attended a public meeting on Saturday, July 28 during the EAA AirVenture 2007 at Oshkosh to answer questions and discuss the next steps for the Aviation Reauthorization Bill. Six of the seven representatives in attendance were members of the House Aviation Subcommittee.

Their message was clear -- every member of the general aviation community needs to be proactive in supporting the efforts of industry associations and take personal responsibility for sending the message to their representatives in Congress and the President of the United States -- "No User Fees."

The representatives each gave praise to industry associations such as Aircraft Owners and Pilots Association (AOPA), National Business Aircraft Association (NBAA), General Aviation Manufacturers Association (GAMA), and Experimental Aircraft Association (EAA) on their efforts. There also appeared to be consensus amongst the participants that the General Aviation industry is not well understood by the public and is therefore not very high on the radar screen in Congress. While the existing legislation expires Sept. 30, 2007, representatives offered candid observations that the plethora of bills which are on the Congressional agenda, combined with the lack of awareness, suggests that pressure from the GA community needs to be relentless over the next two months.

Subcommittee Chair, Rep. Jerry Costello, D-Illinois (above), relayed there was unanimous rejection of the general aviation user fee issue at the House Aviation Subcommittee level, and that he is optimistic the House will pass its version of the bill (H.R.2881) -- which does not include user fees or major tax breaks for the airlines. The Senate bill, S.1300, currently contains a \$25-per-leg fee for many turbine-powered aircraft flying IFR, and gives a major break in the fuel tax to the airlines.

The representative from the District that includes Oshkosh, Rep. Tom Petri, R-Wisconsin (below), referred to general aviation as "an aspect of freedom we have that others in the world don't." Petri is the Senior Republican on the House Aviation Subcommittee and will be sitting with Rep. Costello when the House and Senate versions of Aviation Bill are being negotiated into a compromise bill that will go to President Bush.

When asked about the timing, Costello gave it a 50/50 chance that H.R. 2881 would make it through Ways and Means before the August recess of Congress. Rep. Candace Miller, R-Michigan (below) offered her observation, "the GA types don't get involved in politics and that the user fee issue may have a silver lining, bringing more attention to GA issues and more involvement by the GA community." While not a member of the aviation subcommittee, Rep. Miller serves on the full Transportation and Infrastructure Committee, and her husband is a former military aviator and AOPA member.

Representative Vernon Ehlers, R-Michigan -- and the only Nuclear Physicist in Congress -- strongly urged attendees to contact their representatives, including President Bush, to express support of H.R. 2881 and to emphasize that they vote. Ehlers suggested individuals express their personal perspective on the potential impacts of user fees, mandatory retirement, and other issues, such as the closure of general aviation airports.

Ehlers (above) also suggested that individuals contact Congressional staffers based in the local offices, talk to them about concerns and invite them to participate in discussions or events where they can be educated about General Aviation. Local media could also be invited to participate in similar events.

A number of industry associations have on their Web sites, examples of letters that individuals can send to their Congressional representatives along with links to their e-mail and postal addresses.

## Coeur d'Alene airport named for WWII ace Pappy Boyington

*The Associated Press*

After more than a year of debate, the Coeur d'Alene airport has been renamed to honor the late Gregory H. "Pappy" Boyington, one of the most decorated U.S. military pilots in World War II.

Marines Corps veterans shouted "hooah" in joy and thanks after Kootenai County commissioners voted 2-0 to approve the name Coeur d'Alene Airport-Pappy Boyington Field. Commissioners Todd Tondee and Rich Piazza voted for the proposal. Commission Chairman Rick Currie, a long-standing opponent, abstained. Area Marine Corps veterans pushed for the renaming, calling the Medal of Honor recipient a "hero's hero" whose name on the north Idaho airport could draw more attention to history and military veterans.

"He's a reason why we're not speaking Japanese or German today," Piazza said. Currie said the Airport Advisory Board, consisting of pilots and business representatives, unanimously opposed the change because they believed it could cause confusion and raise safety concerns with pilots.

When a Federal Aviation Administration official was asked about accidents at other airports that have a name other than the location, "he knew of none," Tondee countered. "There are tons of (such airports) all over the U.S."

The Marine Corps League Pappy Boyington Detachment 966 has agreed to pay the cost, perhaps \$1,000, to replace airport signs and perhaps add a memorial to Boyington. Currie is the only commissioner who was in office at the time of the veterans' initial proposal to honor Boyington. The previous commission never acted on the request, infuriating many veterans and attracting some national attention, including from the Distinguished Flying Cross Society and news pundit Oliver North.

County officials never explained why they didn't act on the matter, but many believe it may have had to do with Boyington's postwar years of fighting and drinking. The proposal gained momentum after Tondee and Piazza were elected and took office in January.

Boyington grew up in Coeur d'Alene, St. Maries and Tacoma, Wash., before becoming one of the nation's most decorated military fliers. He was credited with shooting down 26 planes in the Pacific theater during World War II and was commanding officer of the famed Black Sheep Squadron.

Boyington was shot down on his last combat mission and spent 20 months as a prisoner of war in Japan. After the war ended, he joined his mother and stepfather in Okanogan, Wash., then moved to California and became an executive at a brewery and later at an aerospace parts manufacturer. He died in 1988 at age 75 in Fresno, Calif.

## Cessna SkyCatcher -- two weeks old, 720 sold

It seems Cessna has found a big hole in the airplane market ready for a two-seat all-aluminum high-wing airplane. In the first two weeks after introducing SkyCatcher at EAA AirVenture in Oshkosh, the company has taken in 720 orders, adding up to about \$75 million in sales. "It has been very exciting to hear the overwhelmingly positive response from our customers, many of whom had waited to purchase a light sport aircraft until Cessna launched the SkyCatcher," Cessna Chairman, President and CEO Jack Pelton said. "We look forward to providing another safe, reliable and fun airplane to a new generation of pilots." The SkyCatcher features an exclusive Garmin glass cockpit -- the G300 -- and a 100-hp Teledyne Continental O-200D engine designed for light sport aircraft.



### **Cessna, Continental work on O-200D certification**

Continental Motors, in conjunction with Cessna Aircraft, is debating the best way to certify the 100-horsepower O-200D lightweight engine for the Cessna SkyCatcher and other aircraft. It will be used on the American Champion Champ when available. The FAA felt the engine, which features smaller cooling fins and lightweight components, was different enough from the O-200A that it required new certification. Continental can either fully certify it under FAA guidelines or certify it as a light sport engine under ASTM International (formerly known as the American Society for Testing and Materials) guidelines that rule the self-governed light sport world. At the moment, Continental is leaning toward ASTM certification. Continental officials confirmed that its light sport FADEC (full authority digital engine control) engine under development will weigh more than the O-200D.

*Editor's Note: Continental's first engine, built in 1905, was a four-cylinder, four-stroke L-head engine operated by a single camshaft. Continental Motors also built aircraft engines that were used in World War II British and American tanks. Besides the large assortment of aircraft engines manufactured, Continental Motors also produced automobile engines for Checker cabs, Jeep, Kaiser-Frazer Corp., Keller, Velle and Willys. Continental Motors was selected by NASA as a co-partner in the development and feasibility work to produce a 200-horse power engine called the GAP diesel (general aviation propulsion) that was powered by Jet A. Continental Motors successfully took the engine to development testing stage using the front engine of a Cessna 337 as its test bed. The Teledyne Corporation at one time also owned the Waterpik dental appliance. For more information on Continental go to [www.TCMLink.com](http://www.TCMLink.com).*

## Former FAA Deputy Barrett may get top post



An Arizona woman who was the FAA's deputy director during the Reagan era is being touted as current Administrator Marion Blakey's replacement. According to *Aviation Daily*, unnamed sources say Barbara Barrett is being chatted up in Washington circles to take over from Blakey when her term expires on Sept. 13. Barrett has been on the boards of large companies and charitable organizations and chaired the U.S. Advisory Commission on Public Diplomacy. She also took a run at becoming Arizona's governor and is married to Intel Corp. Chairman Craig Barrett. The Barrett rumor comes as most pundits were predicting that the administration would not make an appointment because the Democratic Congress is unlikely to confirm an appointee for a five-year term when there is only a year left in the current administration's mandate. It was thought that current deputy, Bobby Sturgell, would ride out the last year as acting administrator.

## FAA clarifies electronic chart policy

The FAA recently issued Advisory Circular (AC) 91-78, which clarifies that electronic charts, whether obtained through installed or portable displays, are legal to use in lieu of traditional paper charts. According to the AC, "EFBs/ECDs can be used during all phases of flight operations in lieu of paper reference material when the information displayed meets the following criteria: The components or systems onboard the aircraft which display precomposed or interactive information are the functional equivalent of the paper reference material; and the interactive or precomposed information being used for navigation or performance planning is current, up-to-date, and valid." The AC goes on to say that no formal approval is required and that backup information, be it paper or electronic, is recommended. The AC does not change FAA policy, given that the use of electronic charts, or even the lack of paper charts, is not against regulations.

## Heart transplant patient gets back in the air

"Maybe someday" is what doctors once told pilot Malvern "Skip" Monaghan Jr., the first man to receive FAA medical recertification after a heart transplant in January 2003. "This is a measure of complete recovery," said Monaghan, who flew to Oshkosh last week for his first flight as PIC since acquiring recertification in 2006. The FAA in 1989 suspended all special issuances for heart transplant pilots. But since then, the FAA decided transplant patients can fly under the strict guidelines of a special issuance third-class medical. Monaghan completed the 12-month recovery and stabilization period after his transplant and is ready to encourage other pilots who endure heart transplants.

### 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)  
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# Heading Bug

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**MONTANA PILOTS' ASSOCIATION**



**INCORPORATED**

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