

MONTANA PILOTS' ASSOCIATION



Heading Bug

March/April 2007

MPA Membership Sweepstakes winners

- ◆ **Roger Lincoln, Gilford**--Grand Prize – Garmin 96C Handheld GPS (\$600 value)
- ◆ **Retha Settle, Miles City**--Conventional Deluxe 5-Tie Down Kit (\$237 value) from Bill Ables of Abe's Aviation, Inc., Enterprise, Ore
- ◆ **Edgar Obie, Chinook**--RS Beeper Box (\$369 value) donated by Tim Robertson and Pete Smith, Lewistown
- ◆ **Chuck Jarecki, Polson and Billy Paul, Great Falls**--MPA belt buckles from Central Montana Hangar
- ◆ **Tom Lightfoot, Las Cruces, New Mexico**--Lindey's Steak House \$25 gift certificate donated by Lindey's. Seeley Lake for Five Valleys Hangar
- ◆ **Karen Salmi, Townsend**--Weekend Package – one night lodging at The Lodges of Seeley Lake plus \$25 gift certificate at Lindey's donated for Five Valleys Hangar
- ◆ **Dan Prill, Great Falls**--Halon Fire Extinguisher from Gallatin Valley Hangar
- ◆ **Yvonne Jarrett, Bozeman**--Three night stay at the Heritage Inn of Great Falls (\$237 value) during the 2008 Montana Aviation Conference
- ◆ **Craig Eaton, Eureka**--2008 MPA Membership from Miles City Hangar
- ◆ **Luann Fortenbery, Lewistown**--Denim MPA Shirt (\$25 value) from Mission Valley Hangar
- ◆ **Donald Fortenbery, Lewistown**--Cell phone headset adapter (\$199 value) donated by Steve Vold, Aerotronics, Inc, Billings for South Central Hangar
- ◆ **Paul Watson, Whitefish**--Oil Change at Ruby Valley Aviation, Twin Bridges donated for Southwest Hangar
- ◆ **Roger Stuart, Columbus**--Weekend Package from Valley Hangar – two adult tickets to Father's Day Fly-In June 17 plus two adult tickets to Ft. Peck Summer Theater production of Sound of Music, June 16 or 17
- ◆ **Steven Stanley, Glasgow**--Two hours dual mountain flight instruction with Jeanne MacPherson donated for the Vigilante Hangar
- ◆ **John Sackett, Bozeman**--Survival vest for pilots (\$150 value) donated by Bill Gallea for the Vigilante Hangar

president's message:

Greetings Fellow Aviators,

As this is written, the House Judiciary Committee is holding a hearing on SB 318. I hope all MPA members have contacted their legislators in support of this bill. I want to express my appreciation for the efforts of Chuck Jarecki, MPA Director/Recreational Airstrip committee, and Bill Gallea, MPA legislative representative, for all their efforts, as well as all of you that have contacted your legislators. If you have not provided Geanette, MPA Secretary, with an e-mail address, please do! It allows us to send alerts on items of concern for our association.

At the Aviation Conference, I had the opportunity to visit briefly with my nephew, Rylan Nichols. Rylan is completing A & P school in Helena. He currently has 30+ hours flight time and hopes to complete his private license along with his A & P license this spring. It is great to see the younger generation enthusiastic about aviation.

This past week I had the opportunity to fly with an instrument student from Glasgow to New Orleans. My wife is not convinced that this was a true instructional trip. I will have you note that my student, Tim Jennings, was able to fly in actual IMC for about 1/3 of the trip. Tim's Cessna 182 is equipped with an IFR certified Garmin 430 along with a Garmin 496 with XM weather and radio. Twenty years ago, I delivered a Cessna 182 with King 170Bs to Key West, Florida. That trip was also about 1/3 actual IFR. What a difference, GPS direct and XM weather - fantastic!

The damage from Katrina is evident at the Lakefront Airport (KNEW). The old control tower is boarded up, the new tower is nonfunctional.

I have been in contact with Senator Tester, Senator Baucus, and Representative Rehberg expressing our concern for the President's proposed tripling of the fuel excise tax and implementation of user fees.

As always, I appreciate receiving your thoughts, concerns and/or suggestions.

Russell Dahl
President MPA
406-263-7821
ace1dahl@yahoo.com

calendar of events

Apr. 17-23—[Sun 'n Fun](#)—Lakeland, Fla.

Apr. 19—The Mission Valley Hangar is sponsoring the FAA's, National Aeronautical Charting Office (NACO), who will provide a free course designed for all pilots to enhance VFR navigation proficiency, chart understanding and safety while operating within the flight environment of the National Airspace System—Polson Public Library at 7 p.m.

May 5—MPA Board Meeting—Cut Bank at 11 a.m.

May 24—Aviation Maintenance Technician Day—406-444-2506

May 26-28 (Memorial Day Weekend)—Spotted Bear work session

May 26-28—Benchmark airstrip work session

May 28—Memorial Day

May 25—**Deadline** for May/June Heading Bug

June 2—5th Annual Settle Aviation/MPA Fly-In—Miles City (MLS) at 10 a.m.

June 9—Fly-In Breakfast & Antique Tractor Show—Lewistown (LWT)—Central Montana Hangar breakfast at 8 a.m. and then check out the planes, cars, tractors and motorcycles

July 13-15—Staggerwing Fly-In—Seeley Lake (23S)

June 16-17—[4th Annual Father's Day Fly-in](#)—Twin Bridges Airport—406-263-1154

June 17—[Frank Bass Father's Day Pancake Fly-In Breakfast](#)—Fort Peck Airport, Fort Peck—Lanny Hanson at 406-263-1154

June 17—Air Show—Baker Airport (BHK)—for more information-Roger at 406-778-3508

June 23-24—Meadow Creek airstrip work session

June 23—"New" Plains (Penn Stohr Field-S34) Fly-In Breakfast—8 a.m.-noon—for more information-Randy Garrison at 406-826-3605 or 406-826-3055

June 24—[High Country Warbirds](#)—Valle, Ariz.

June 30—North Central Hangar Fly-In Breakfast and Big Boys Toy Show—Havre (HVR)

July 20—**Deadline** for July/August Heading Bug

July 20-23—Schafer Meadows airstrip work session

July 28-29—[Blue Angels in the Big Sky](#)—Gallatin Field (BZN)—featuring the Blue Angels along with MiG Fury Fighters, World Parabolic Swoop Team, Greg Poe, Kent Pietsch and Jim Pietz— for more information-David Smith at 406-922-0448

Aug. 4—MPA Board Meeting—Powers' airstrip/Laurel at 11 a.m.

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

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

Aug. 18—Ninth Annual Polson Fly-In—Polson (8S1)—evening Soroptimist's Wine Festival

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

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



Central Montana Hangar—has 23 paid up members and 25 lapsed members. The current officers are working diligently to get these 25 lost souls back.

We have our second annual Fly-In breakfast scheduled for June 9—8 to 11 a.m. The theme of the day will be to honor WW II Veterans. There will also a steam gas tractor show put on by the Central Montana Flywheelers. Frank Bass will be shuttling people between the two events with his people mover pulled by his personally restored 1939 John Deere Model A.

Our Central Montana Hangar is becoming a very active organization with 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 pilots lounge) just swapping stories. Our most recent pilot is 18-year-old Rebecca Smith who earned her PPSEL rating last August. Our newest student pilot and aircraft owner is Dale Chamberlain. Dale is a dentist in Lewistown and owns a mid-seventies C-172.

The Lewistown airport has grown in recent years. In 2002 there were only 33 aircraft on the airfield. Today there are 47 singles, 5 twins and 2 helicopters. We also have two new turf runways and two private hangars under construction, one owned by Frank Bass and the other owned by Jack Morganstern.

We meet monthly on the last Tuesday of the month at the Yogo Inn. Please feel free to join us at 6 p.m. for the social half hour then dinner at 6:30.

by Peter R Smith

Flathead Hangar—Meetings and Programs—**January**—Justin Sands - UAVs-Justin worked eight years for Boeing in Seattle after receiving a degree in Industrial Design. While at Boeing, he was part of a team who designed and built Unmanned Aerial Vehicles or UAVs. Justin and his wife Tracy own Red Eagle Aviation at Kalispell City Airport (S27).

February—“Breezy” Bob Alm-Breezy Bob has made numerous flights to bring attention to cancer, including a lower 48 States Tour. “Everyone has been touched by cancer...be it through loved ones or ourselves... and it is important to continue this awareness effort.” *Montana and the Sky Vol. 54 - No.11*

March—Mitch Steinberg, owner of Rocky Mountain Aircraft Services brought us up-to-date on the latest avionics available for our aircraft. Mitch provided us with information on the new WAAS GPS System and what the new 406 ELT requirements will be and their benefits—

Upcoming Programs: April—Scott Hollinger – Hot Air Ballooning **May (tentative)**—Jeanne MacPherson & Bill Gallea – Survival - Equipment and Techniques.

by Chuck Manning

Great Falls Hangar—has not held regular meetings during the past quarter. It was decided in November that we would change our meeting schedule to once a quarter. The next regular meeting will be April 11. The December meeting is usually our Christmas party, however this year we were unable to secure a caterer or reservations during the month. In January approximately 40 people met at Tony Roma’s for “Christmas” dinner. No business was discussed. The membership was encouraged to attend the Montana Aviation Conference in Missoula.

by J.C. Kantorowicz

Gallatin Valley Hangar—The Gallatin Valley Hangar has started to emerge from its winter hiatus, and is gearing up for a busy spring and summer flying season. Our primary goal for 2007 is the completion of our pilot shelter at Gallatin Field. John McKenna has ably directed this effort, and we are getting much closer to finalizing this impressive building. With the participation of a dedicated group of volunteers and generous donors, we anticipate having the pilot shelter ready for the Montana Air Show, to be held at Gallatin Field, on July 28-29.

The hangar uses the spring meetings for pilot education and training. Jeanne MacPherson from the Aeronautics Division will visit us in April. On June 1, Sparky Imeson will provide a three-hour ground school/classroom session on mountain flying, and then be available for individual flight instruction on June 2. This will be a very popular learning event. For the upcoming flying season, we are planning to expand the flying horizons of many local pilots by visiting one of Montana's beautiful recreational airstrips. Our most popular social events, potluck dinner/barbecues, will be scheduled frequently during the summer months, and we plan to visit other MPA hangars in support of their events.

by Jon Hudson

Mission Valley Hangar— meets the fourth Tuesday of the month and alternates between the Polson FBO and Mauri Morin’s hangar in Ronan. At the February meeting in Polson, Mitch Steinberg, Rocky Mountain Aircraft Services, described the differences between the current 121.5 ELT and the 406 ELT and updated the members on GPS and the WAAS program. He also displayed some of the avionic and electronic items they are finding that are affected by age as well as a few items incorrectly repaired by aircraft owners. The March meeting was strictly a social function with wives and significant others joining in a potluck dinner with grilled hamburgers and adult beverages provided by the hangar at the Polson FBO.

by Connie Plaissey

Valley Hangar—Blue Sky's everyone! My name is Walter Bell and I have been chosen to be the contributing writer/photographer for the Valley Hangar in Glasgow. You may have seen me hopping around Montana in my little yellow and blue 1948 Cessna 140. I recently returned to aviation after a two-year pause. I look at my logbook and just wince thinking about all the beautiful days I've missed either poking a hole in the air or "hangar flying" at our Glasgow FBO, Prairie Aviation.

Since my return there have been quite a few changes at the Glasgow Airport (GGW). Mostly what I've noticed are the missing faces that used to frequent the place. Slowly, after some successful recruiting efforts of our MPA president, Russ Dahl, and talk of an EAA chapter beginning, more of the familiar faces have been popping in but what's even more exciting are the new faces: Tim Jennings, a new private pilot working on his Instrument in his newly purchased 182. Keith and Glen Guenther, Keith just got his private pilot certificate and Glen's working toward his in their pretty little 150, and Larry McLeod, who moved his family out here from the Seattle area with his (WOW!) green and yellow 172 to name a few. The Airport Manager, Leland Blatter, has shown his commitment to Aviation Safety: Complete any free AOPA online safety course and receive a \$5 a month/per course discount on your fuel purchase! It's exciting to see that our own, local General Aviation hasn't come to a stand-still while I was away.

During the March meeting we had 32 current members and we're hoping by June to have 40+. We are continuing our recruiting efforts to meet this goal. We approved purchasing a projector for the showing of the Educational Programs at each meeting. Russ Dahl gave a report from the Aviation Conference in Missoula. Our newest Private Pilot was among us. Welcome Ronda Blatter! Congratulations!!! We're all excited to see her get her license!!! Ronda has worked for Big Sky Airlines at Glasgow for 19 years. She's always had a love for aviation and always wanted to learn to fly, so, with a little nudge from her husband she did it!!! Way to go!!! Our Safety Seminar was about the love of General Aviation. Bob Lipscomb loaned the movie "ONE SIX RIGHT, The Romance of Flying," we bought popcorn from Valley Cinemas and rekindled our inner love for General Aviation. A truly moving movie! It was a great way to begin a new flying season! So, open those hangar doors and pull your beautiful plane out into the sun, go poke some holes in the air and kill some bugs. Come back and tell someone how wonderful it is to fly. Love Aviation!

by Walter Bell

Vigilante Hangar—has been active as usual, meeting the second Wednesday of the month.

In January, Steve Jones, from the Helena FSDO presented an FAA Safety Talk on "Winter Weather for Pilots." In February, the hangar held a potluck dinner at Vetter Aviation and was serenaded by Joe Roberts and his Barber Shop Quartet. In March, we met at Vetter's and saw the movie: "Those Magnificent Men in Their Flying Machines" and had popcorn and cookies. In April we plan to see a presentation by Chuck Flynn on a software program for your PDA called "AnywhereMap" which reportedly has features for in-flight use that rival the Garmin 496...at a much cheaper price!!

by Bill Gallea

2007 Montana Aviation Conference!



Geanette Cebulski with the help of Steve Vold, Aerotronics, puts the finishing touches on the Montana Pilots' Association booth at the 2007 Montana Aviation Conference in Missoula.

Good weather, an almost brand new convention center and a great conference host committee brought in over 500 participants to Missoula. Based on the comments, the 2007 Aviation Conference, the 23rd annual, and its concurrent sessions, general session and keynote events were the best ever.



Missoula Mayor, John Engen, Thursday's luncheon Master of Ceremonies provided a very humorous welcome to the city. MPA President, Russ Dahl laughs along with the crowd who packed the room for the opening event of the Montana Aviation Conference.

photos by Art Lindstrom



Russ Dahl presents the President's Award to Dan Prill for his ongoing work with the Recreational Airstrip Committee.



Russ Dahl presents the MPA Flight Training Award to Troy Hunter.



Russ Dahl presents the Junior Pilot Award to Spencer Gilchrist.



Russ Dahl presents the 2007 Hangar of the Year Award to Wade Cebulski and Jim Younkin of the Five Valleys Hangar.

Dan Lilja, MPA member and co-chairman of the MPA Recreational Airstrip Committee, addresses the Awards Luncheon crowd after the Plains Airport (Penn Stohr Field) was named the co-Airport of the Year by the Montana Aeronautics Division.



Jerry Cain, MPA member, addresses the Awards Luncheon crowd after the Lincoln Airport was named the co-Airport of the Year by the Montana Aeronautics Division.

In addition to the MPA scholarships, several other Montana individuals and organizations awarded scholarships at the Montana Aviation Conference. The scholarship winners are:

- Crystal Sachau - Morrison Aviation Scholarship
- Allison Gollehon - Montana Antique Airplane Association Scholarship
- Kelsey Smith - Aviation Organizations of Montana Scholarship
- Stephen Fowler - Parrott Family Scholarship
- Jessica Smith - A Love of Aviation (ALOA) Scholarship
- Jake Hemphill - Blue Goose First Generation Flight Scholarship
- Forrest Miller - Harold Hamm Scholarship

Lessons learned, luck used and experience gained

March 5, 2007 was a beautiful spring day, a T-shirt and shorts day, a harbinger of summer. Two good buddies, Justin Hall and Josh Stohr, met at the Eugene, Ore. airport like they usually do. They would normally meet to go flying, alternating between Josh's C-172 and Justin's Piper Cherokee, but today the plan was to wash and wax Justin's airplane.

Justin, 21, a licensed pilot with a commercial, multi-engine and instrument rating used his Cherokee to build flying time so he could find a job as a pilot. Josh, 24, has commercial, instrument and instructors ratings and a strong family background in aviation. His father, Penn Stohr Jr., retired from Evergreen International Airlines as vice president of operations and his grandfather Penn Stohr Sr. is a legendary backcountry and mountain pilot inducted into the Idaho Aviation Hall of Fame, the Museum of Mountain Flying's Hall of Fame and is the namesake of the Plains airport. Josh likewise uses his airplane to build flight time to land a flying job.

When the washing and waxing was complete, Justin suggested taking the airplane around the patch since it was such a beautiful day. Josh went to retrieve his headset and thought about grabbing his flight bag, but with a shrug of the shoulders he rationalized he would not need it since they were going to stay in the local area.

Shortly after takeoff they succumbed to the siren call of the beautiful day and decided to fly across the Cascades to Crescent Lake, near Bend. Thirty five minutes into the flight as they were slowly descending the east side of the Cascade Range the engine began running rough. They pulled out the checklist, checked the fuel, mixture and added carburetor heat but when Justin pitched up the nose and added power the engine quit. With rising terrain and nothing but tall timber in all directions they decided the best course of action was maintain the best glide speed with wings level and a nose high attitude.

The airplane soon settled into the tops of the trees and as it slowed the nose dropped. Josh describes the airplane pinballing and spinning as it went down through the trees. Justin remembers seeing a wing ripped off before being knocked out. The airplane dropped 60 feet, nose first and ended up inverted, tail high in over four feet of snow. When it stopped the two buddies were hanging upside down, strapped into their seats with snow pouring in. Josh tried to wake his unconscious friend but fearing fire he pulled Justin clear of the wreckage.



Laying in the deep snow looking at the wrecked airplane, Josh said a voice, his father's voice, started like an audio clip saying "never go flying without telling someone where you are going and when you will return." Josh said it was a sick feeling realizing no one knew they had gone flying, no one had a clue where they were.

No sooner than that audio clip stopped, his father's voice came on again saying take the ELT out, turn it from armed to on and attach its own antenna. Josh returned to the Cherokee, retrieved the ELT and then turned on the VHF radio to make blind broadcasts. As he was working with the radio he felt a burning sensation on his neck and back, battery acid was leaking from the battery. The accident had broken the wires to the headsets so he could not hear if he was transmitting or if anyone heard him. Luck would have it the blind broadcast was heard by a United Airlines

flight and a corporate flight on approach to Eugene and they relayed the information triggering a search. Post 9/11 the FAA requires airplanes with two radios to keep one tuned to 121.5, the emergency frequency. It is standard procedure with the airlines and two United Airlines flights called in the ELT as they passed overhead.

The ELT had not activated in the crash but once it was turned on, a passing satellite picked it up and their position was plotted some 200 miles away. It took over three hours for the satellites to refine the location to a point near where the actual wreckage was. In the blind broadcasts Josh had given GPS bearings to a nearby town but that information was interpreted as a radial from a non-existent VOR. That location was 180 degrees from the crash site and where the Oregon Army National Guard helicopter started the search.

They crashed around 4:30 in the afternoon and soon ran out of daylight. Josh said that when darkness fell that was the loneliest he has ever been. They climbed into the airplane and pulled the upholstery from the seats to keep warm. Since Justin was trying to sell the airplane he had removed everything, but fortunately had missed a flashlight. To conserve body heat they snuggled next to each other and learned quickly how important a hat is for winter survival. Justin had the only hat so they swapped it periodically through the night as the temperature fell to 20 degrees.

Around 10:30 that night they heard a helicopter approaching. The Oregon Army National Guard had dispatched an OH-58 with FLIR (Bell Jet Ranger with forward looking infra-red) and it was now overhead. Justin and Josh climbed out of the wreckage and turned on the flashlight. The Army Guard pilots had hastily prepared a survival pack with blankets and water from a fire truck to drop to the survivors. The pack was pushed from the helicopter and landed 200 feet down the steep hill. Josh thought he had broken his knees and Justin had pain in his back but Justin chose to retrieve the pack. The impact had broken the water containers and the blankets were wet but they knew their location was known and it would only be a matter of time until rescue. The two returned to the slightly warmer confines of the wrecked airplane with improved spirits, but struggled through a sleepless night. Around 6 a.m. Josh heard people calling and again crawled out of the wreckage to yell and lead the rescuers to them. He is now convinced no pilot should fly without a whistle in his/her pocket, a whistle would have made things much easier that morning. The 14 rescuers arrived on snowshoes and had been traveling since 10 p.m. driving pickups as far as they could, then snowmachines until the terrain made them put on snowshoes.

The Oregon Guard had two Black Hawk helicopters with rescue hoists ready to launch at daybreak to retrieve the two aviators. What the Guard did not count on was Mother Nature and the fog that rolled over the Salem airport. It was 11 a.m. before the two were hoisted onboard, one in each helicopter and headed for the trauma center in Bend. For Josh the ordeal was not over, the Black Hawk he was in suffered an engine failure enroute and had to land at the Bend airport and transfer Josh to an ambulance for the final leg.

Justin suffered broken vertebra in his lower back, a broken ankle and facial lacerations. Josh broke his wrist, dislocated his left knee, damaged tendons in his right knee, has facial lacerations and knocked out his front teeth. Both young men are at home recuperating and chomping at the bit to get back flying.

It has been said that when a pilot starts out he/she is given two bags, a full one marked luck and an empty one marked experience. The trick is to fill the experience bag prior to emptying the bag of luck. These two young men used a lot of luck to overcome errors in judgment that very well could have had more dire consequences. Neither pilot had attended a survival course and were not prepared to spend a night in the mountains in four feet of snow.

Montana pilots are fortunate to have the Surratt Memorial Winter Survival Clinic to help them learn and practice the life-saving skills that may be necessary after a crash like Justin and Josh went through. The average survival situation lasts 72 hours and survival is all about buying time. The essential elements to buy time and survive are a positive mental attitude, the ability to stay warm and dry (shelter and clothing), the ability to make a fire, to provide help (a first-aid and survival kit) and the ability to signal for help (a whistle, ELT and/or portable radio).

The Surratt Memorial Winter Survival Clinic is supported and in part funded by Debbi Surratt Myers, who lost her husband, Terry Surratt, after an airplane accident in 1992. Terry survived the accident but died of exposure (hypothermia). The Montana Department of Transportation Aeronautics Division hosts and helps fund the annual clinic and Skip Stoffel and Ralph Wilfong of Emergency Response International serve as instructors.

One of the clichés used in all survival courses is "your survival gear is what you have on, the stuff in the airplane wreckage is camping gear." In many airplane crashes the crash damage and/or the ensuing fire eliminates the camping gear.

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	Household Membership (2 Regular Members)	<input type="checkbox"/> \$45
Associate Member (not soloed)	<input type="checkbox"/> \$15	Family Membership (1 Regular and 1 Associate)	<input type="checkbox"/> \$35
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

Sponsoring member _____

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Heading Bug

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