

MONTANA PILOTS' ASSOCIATION



INCORPORATED

Heading Bug

May/June 2007

president's message:

Greetings Fellow Aviators,

In April I had the opportunity to spend three days at SIMCOM in Orlando, Florida. The recurrent instrument training in their Cessna 421 Simulator has you using the emergency checklist on every flight. Also every approach was to minimums or worse so a lot of missed approaches were executed.

SIMCOM has added a Garmin 430. They soon realized that I am spoiled with a 530W/430W panel. Hopefully, SIMCOM will be upgrading to a 530W/430W panel. One of the Cessna 421s I fly has received the WAAS upgrade, the second 421 should be done in the near future. So far, I am really impressed with the WAAS upgrade on the 530.

After SIMCOM, I spent two days in Lakeland, Florida at the EAA Sun 'N Fun Fly-In. I was able to visit with Paul Poberezny, Chairman and founder of EAA and also Phil Boyer, president of AOPA. I thanked them both for their ongoing efforts against user fees. EAA and AOPA are members of the Alliance for Aviation Across America (www.aviationacrossamerica.org). I would encourage all members to join the Alliance for Aviation Across America, and would also encourage you to press your local chambers of commerce and airport boards/commissions to join.

On the FAA Web site is a page "Impact of Administration's Financing Proposal on General Aviation" they list "their" myths and facts. The EAA, AOPA and the Alliance Web sites have rebuttals to the FAA's "facts."

One of the FAA "facts" is: "There are numerous examples of successful user fee implementation throughout the rest of the developed world, and it is clear that user fees have not damaged aviation."

The Alliance rebuttal: Dick Smith, former Chairman of Australia's Civil Aviation Authority, and a former user fee concept supporter, recently said "Basically, user pays (as we call it here) or the commercialization of CASA and Airservices, has been a disaster for general aviation Australia and I believe the same will happen in the USA if it goes ahead. In Australia, general aviation has decreased 28 percent since the implementation of user fees."

It is clear to me that the USA has the greatest aviation system in the world. Why would we model after something less?

On a lighter note, on May 4, the Valley Hangar pilots gave rides to Valley County eighth graders. My son Ryan was one of the eighth graders and he flew left seat and I right-it was a great flight.

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

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



From left-Lanny Hanson, Mike Ferguson, Paul Poberezny and Russ at Sun 'N Fun Fly-In



From left-Russ, Phil Boyer and Mike Ferguson at Sun 'N Fun Fly-In

calendar of events

2007

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—for more information—Jerry Moline 406-350-3264

June 13—Montana Seaplane Association membership meeting—KwaTaqNuk Inn on Polson Bay at noon

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

June 16-17—[Frank Bass Father's Day Pancake Fly-In Breakfast](#)—Fort Peck Airport, Fort Peck—for more information Lanny Hanson 406-263-1154

June 16-17—Air Show—Baker Airport (BHK)—for more information—Roger [e-mail](#) or 406-778-3508

June 23-24—Meadow Creek work session—for more information—Aeronautics Division 406-444-2506

June 23—New Plains (Penn Stohr Field-S34) Fly-In Breakfast—8 a.m.-Noon—for more information—Randy Garrison 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)—for more information Darren Huestis 406-390-1255 or Bob Breum 406-265-7394

June 30-July 1—Stevensville Fly-In—Stevensville (32S)—for more information—Steve Rossiter [e-mail](#)

July 4—Townsend Airport's Legendary 4th of July Fiesta Fly-In Breakfast—Townsend (8U8)-8 a.m.-noon—Neil and Karen Salmi 406-266-5400

July 14—Del Bonita Work Session—for more information—Aeronautics Division 406-444-2506

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

July 20-23—Schafer Meadows airstrip work session—for more information—Aeronautics Division 406-444-2506

July 20-22—Annual Staggerwing Fly-in—Seeley Lake Airport (23S)—BBQ Saturday night (reservations required) and Seeley Lake Flying Club sponsored Breakfast Sunday—for more information—Wade Cebulski [e-mail](#)

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 406-922-0448

Aug. 4—MPA Board Meeting—Columbus Airport (6S3) at 11 a.m.

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)

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

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

2008

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



hangar reports

Central Montana Hangar—Last scheduled meeting was April 24 at the Yogo Inn with vice president Dr. Dale Chamberlain presiding. The program was a PowerPoint presentation by Don Carver showing his 1956 Cessna 180 restoration. The main business for the evening was planning the spring fly-in breakfast scheduled for Saturday June 9 from 7 to 11 am. Our next scheduled meeting is May 29 at the Yogo Inn and our program will be a presentation by a new resident of Lewistown and former Lockheed U2 pilot, all are welcome. We are planning on meetings in May and June then skipping July and August and resuming again in September. We meet on the last Tuesday of the month at the Yogo Inn with the social half hour beginning at 6 pm and dinner at 6:30. All are invited and definitely welcome. Hope to see you all at our June 9 breakfast. *by Peter R Smith*

Five Valleys Hangar—held our April 2 meeting in the MSO airport conference room. We were happy to report a successful Montana Aviation Conference held in Missoula at the new Hilton. After many months of meetings it was nice to have it completed. Our Hangar will reap some much needed income from the proceeds, \$1147 after all splits. We also have MPA baseball caps available for \$16 – some generic and some Five-Valleys. One of the highlights of the conference for us was being awarded MPA Hangar of the Year. We are planning to display the traveling trophy at the MSO airport.

Five-Valleys MPA member, Joe Guthrie was the speaker for our April meeting. Joe talked about flying top secret missions out of Japan, over Russian islands on photo missions. This information was declassified in 2000. Joe gave a most colorful and entertaining presentation. We hope he will agree to speak again on some of his extensive military flying experiences. Our May meeting has been canceled, but the June 4 meeting will be a tour of the Missoula Weather Service. We may also try to have a BBQ in Seeley Lake sometime during the month. The July 16th meeting will be a barbecue and tour of facilities at MSO hosted by the Missoula Airport Authority. The plan for the August meeting is to have a fly-out to Superior for a BBQ. *by Wade Cebulski*

Flathead Hangar—meets on the third Thursday, or in case of a conflict, the fourth Thursday of the month at the Vista Linda in Somers. Social starting at 6:30, dinner at 7 followed by a short meeting and program. Hangar meetings average 25 members. At our March meeting 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 WAASGPS System and what the new 406 ELT requirements will be and their benefits. April – Scott Hollinger, pilot of the RE/MAX hot air balloon, gave an informative program on ballooning. Scott was planning to inflate the balloon on the lawn at the Vista Linda but due to the weather, he was unable to do so. Upcoming Programs: May - Jeanne MacPherson & Bill Gallee are coming to Kalispell on the 24th. Bill and Jeanne's program will be "Survival – Equipment and Techniques." Summer Airstrip Work Session Schedule: Flathead Hangar will host the Spotted Bear Work Session on May 26-28 (Memorial Day Weekend). Saturday evening the Hangar will BBQ steak for those who show up to work. The airstrip is in good shape. Forest Service is looking into the cost of secure concrete picnic tables for the campground. The brochures and other guest information will be placed on or in existing structures. Meadow Creek – June 23-24 and Schafer Meadows – July 20-22. *by Chuck Manning*

Great Falls Hangar—held its quarterly meeting at Fuddrucker's Restaurant the evening of April 11. Great dinner and good conversation lead to a short meeting at which some preliminary planning for our 2008 Montana Aviation Conference was done. Other items of discussion included the MPA poker run to be held June 9 in conjunction with the Lewistown Fly-In. The route this year will be first stop at Stanford, then on to Lewistown, Harlowton, White Sulphur Springs and finally GTF with a BBQ to finish the day. Legislative activities were discussed as well as the RAF fly in at Ryan's airstrip on Aug. 11. The continuing problem with the GTF Airport Authority's refusal to seat a pilot 15 months ago and the lawsuit over this situation was discussed. To date, nothing seems to be happening. Four months ago, it was reported that a Dillon judge would make a decision "any day now." And, neither the Cascade County Commissioners nor the county attorney seems interested in pursuing the problem. *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 April meeting in Polson, the main item on the agenda was initial planning for the 9th Annual Polson Fly-In. Nine Hangar member/pilots, two airplanes and a helicopter spent the day with the Valley View School students for Aviation Day. Aviation Day is part of the "Read to Fly" program the Hangar instituted last year with the school. If the students read a set number of books including a set number of aviation titles then they are rewarded with a pancake breakfast and ride in an airplane. Last year was the first year and just shy of 70 percent of the students read the required number of books, this year 100 percent of the students qualified. The teachers commented that several parents reported that they had never seen their children read and now the kids are locking themselves away to be able to read. We think we have a winning program. The airplane rides are scheduled for June 1. *by Art Lindstrom*

Valley Hangar—Blue Skys everyone! Since our last report there has been lots happening aviation wise at Glasgow. With all the great weather we are planning lots of future events, such as: formation flying, a flight to beautiful Schafer Meadows for a weekend, and hop-scotching all the back country airstrips for an over-niter surrounded by the solitude of the Missouri Breaks. It's funny how great ideas just come to mind over Steve's morning coffee with the other local pilots at Prairie Aviation. Many of our local planes have fresh annuals, washed, waxed and out killing bugs. Spring is a very exciting time! A group of six pilots took advantage of a beautiful Spring day, between cold fronts, grabbed some chicken and had an impromptu fly-in lunch at our favorite grass strip on Fort Peck; Elkram.

On April 3 after our regular Valley Hangar meeting, our Safety Seminar from AOPA's Flight Safety Foundation was "Weather Wise, Thunderstorms and ATC." If you haven't seen it, it's a great presentation to show you how ATC and Approach depict the weather differently and what it means to the pilot in command! Leland and Steve did an excellent job putting this on with lots of informative discussion. For our seminar, Tom Klotz purchased pizzas from Pizza Hut that everyone enjoyed. Thanks Tom! We had a couple guests, Mike and Jeanie Ferguson. Mike reported on the fight to get our Customs back in Glasgow and SB 318. They were both run through the ringer while they were here, on the Stat Air Flight Simulator with Russ Dahl.

Troy Hunter, the recipient of the 2007 Flight Training Award, is putting it to good use. He soloed on April 24, his 16th birthday in N27TP. Great job Troy!!!

On May 4, we gave "Young Eagle" rides to 80 Valley County eighth graders. Jeanne MacPherson, Chief of the Safety and Education Bureau for Montana Aeronautics Division, gave the prospective pilots the ground preflight class before hitting the air. Lunch was provided for the pilots by North East Montana Stat Air Ambulance Cooperative and BBQ'd by yours truly. Fuel was provided for the pilots by the Valley Hangar. That evening, Tim Jennings, a new local pilot and apparent avid fisherman, donated halibut and salmon he caught in Alaska the week prior for our fish fry. Can you say fresh!

On Saturday, May 5, Jeanne MacPherson held a Search and Rescue Clinic. Giving instruction on the new ELT location equipment being used in the search aircraft. The Valley County Search and Rescue folks attended and had some eyes opened with the new equipment and how effective it works to locate downed aircraft.

Hope everyone's enjoying spring from above. Share a flight and show someone how wonderful it is to fly! Love Aviation! *by Walter Bell*

Vigilante Hangar—For our April meeting member Chuck Flynn gave a very informative presentation on the Anywhere-Map (a software program for PDA's, digital tablets, and other digital devices) which has capability similar to, but much less expensive than, the popular hand-held GPS units. It can also provide XM weather for an additional subscription. Attendance was great, as usual, and the presentation was well-received.

The May meeting is scheduled for May 9 at Neil and Karen Salmi's Hangar in Townsend (8U8). The Salmi's are making this an annual affair. They invite members to fly-in, or drive over, and they put on a great meal. In addition to the meal and social gathering, this month we're planning a presentation on the Angel Flight Program.

For June, Jerry Cain is tentatively planning to host his annual fly-in at his hangar at the Lincoln airport (S69). Further details will be forthcoming.

Also for June: The Vigilante Hangar, together with the Southwest Hangar in Butte, is organizing a special event, and inviting all pilots to attend. The first **Montana Mountain Flying Rendezvous** will be held in Townsend (8U8) June 2 and 3. This fun and educational gathering will feature nationally known flight instructors, quality ground school, take-off and landing performance measurements using a theodolite and hand-held radar, and the chance to schedule personal instruction with Mike Vivion and Jeanne MacPherson. Sparky Imeson has been invited to join in on Sunday, June 3. Watch for separate announcements with more detail!!! The Gallatin Hangar has invited Sparky to come to Bozeman Friday evening, June 1, for a ground school focusing on density altitude issues. He will be in Bozeman Saturday for flight instruction with a select number of local pilots. We feel that the MOUNTAIN FLYING RENDEZVOUS complements what the Gallatin Hangar is doing in Bozeman. If a pilot is not able to fly with Sparky on Saturday...they could attend the Friday evening session in Bozeman, then come to Townsend, attend morning ground school, and fly in the afternoon with Mike and Jeanne. *by Bill Gallea*

State of the airports in Montana according to ASN volunteers

Several years ago when the pressure on public and privately owned airports started to mount, AOPA developed the Airport Support Network (ASN) to stay aware of the pressure. This pressure takes many forms, including curfews, noise restrictions, lack of improvements, residential encroachment, and even calls to close the airport.

Often, the general aviation community is totally unaware of what's boiling in the pot concerning their airport — until it is too late to turn the tide. Knowing what's happening in the political environment surrounding a local airport is of the utmost importance if we are going to preserve our general aviation infrastructure into the foreseeable future. The more time that is to counter negatives about a local airport, the higher the possibility for preserving the airport or avoiding unnecessary flight restrictions.

The AOPA Airport Support Network provides the vehicle for AOPA members to work in concert with AOPA to establish that early warning system and in Montana the majority of the ASN volunteers are MPA members. AOPA came to the Montana Aviation Conference and held a meeting to see what was on the agenda of Montana's airports. Here for the first time is a sort of "State of Montana's Airports" as reported by the ASN volunteers and recorded by Stacy Swigart.

Doug Parrott – RPX

Doug reports that fueling systems are new in last few years at Roundup and they offer a 24-hour credit card service. Prior to that the FBO was not reliable. A Super AWOS was installed this past year. It even gives DA and comm. checks are available. This year they are lighting the windsock and doing runway repairs. The airport also is in the market for an FBO.

Russ Dahl – GGW

The airport is doing a survey this summer to lower approach minimums to GGW. The water tower on the north side of the field was taken down, which was helpful in getting the approach minimums lowered – or least surveyed to be lowered. A WAAS approach is scheduled for this year. Dahl says the airport board is fighting to get customs back. They had it for a few decades then lost it after 9/11. Local contacts have been BOB GADSY & ROSS LYLE.

Art Lindstrom - 8S1

This will be the 9th year for Polson's annual Fly-In – to ramp it up they bought a huge gas grill – 3 x 5 feet! This has become quite a magnet to get people in and on their airport. They also developed a reading program with local schools, which included a suggested list of aviation books for kids to read. If they read the right number of books, the kids can come to the airport, get free breakfast and do a Young Eagles style event. They also did a career Q&A too. Local pilots are working to develop more interest in the airport and the industry at the airport. They are trying to show off businesses affiliated with the airport that weren't known to the general public. In spring 2005, Montana Legislature passed airport influence area bill (called airport affected area or AAA). Airport Board jumped on it and laid them out for all three airports in their county. Government bureaucracy slowed that down though and a proposal was put forth to put eight condos in the AAA and approach path! Board met with city but city said there were no prohibitions so they couldn't legally deny since they had not adopted the AAA.

Jerry Cain - S69

Lincoln Airport was totally reconstructed via FAA grants. At the Conference's Awards presentation on Friday afternoon, the Montana Aeronautics Division announced S69 won co-airport of the year for 2006. The airport experienced a full range of improvements, which were trying at times but the success of completion has been a terrific reward. Since there are only eight or so pilots on the field, they do not have an organized support group. But thankfully, they are not plagued too much by any one in community. This is a state owned airport so the state is helpful.

Bailey Egan – M46

Bailey joined the ASN program late last year after he was browsing over the AOPA Web site and saw there wasn't a volunteer at M46... so he stepped up. Generally, Bailey reports that the community is supportive of airport but it doesn't know how to support it – they need to be shown. Bailey will be playing the Local Airports DVD, taking people out to the airport, showing aerial photography of the airport overlay so he can better explain how to support the airport and what needs to be protected.

Ed Ethridge – 53U

Ferndale Airfield is a grass strip with no lights, no fuel, and with one A&P. The land is not zoned as an airport; it is zoned as residential area – like a residential airport. It is owned by Flathead Municipal Airport.

Jack Gillispie – MSO

The host airport for the meeting was MSO and ASNV Jack Gillispie had plenty of positive information to share. He started off by informing us that the former airport manager is in jail for a "personal loan program" he created for himself using airport funds. The good news is the new airport manager is a pilot. They are working to get new GA hangars. Also, the tower is better staffed – nicer people – so all is going quite well.

Steve Rossiter - 32S

Steve reinforced Jack's comments about MSO doing well adding that there are two new aviation people on airport board – who are MUCH better and support GA. MSO was an air-carrier airport – now more GA Friendly. Stevensville Airport – where Steve is the ASNV, is a model general aviation airport. It was owned by Ravalli County and was languishing, and then the City of Stevensville negotiated a deal with county to take over. Airport manager is a volunteer – not paid but has done well. They have a new wildlife fence, new maintenance hangar, and are seeing new businesses moving to airport. Airport development is controlled like a homeowners association so it is a good looking airport. Steve is working to establish the first annual Stevensville Fly-In.

Dennis DeVivo - DLN

Growth over the past few years has average about 12 percent. This includes hangar development. They have a good county commission; the board is made up of all pilots – business owners and managers too. Airport Influence Area is in progress. They are getting ready to go to planning board on it and the hearing process may be a challenge. Annual Airport Day is scheduled right after town's big Labor Day rodeo. The following Saturday is airport day, which has become a huge event; Kiwanis serves meals, EAA flights, etc. About 1,000 people from town come to the event. They host high school and grade school groups then and all throughout the year and the airport is a member of the local chamber of commerce.

Lanny Hanson - 37S

Fort Peck Airport was built by corps of engineers; it was closed temporarily in the 60s then it received grant from MT Aero to get it reopened. Six airplanes currently are based there. They are doing zoning and surveys as they attempt to get into the NPIAS. They are in the process of getting a snowplow – although it is a turf runway. There is a sky park adjacent with hangars and they may be building more in the future.

Tracy O'Connor 42S

The airport move project is underway; they hope to complete it by the end of summer. A joint airport zoning board has been set up with board, city and tribe. They have collected forms of all sorts from mineral EIS to tribal, gas well forms, etc. The biggest battles are the dual jurisdictional issues.

Charles Trower - 9S2

Scobey Airport is just 15 miles from Canada. They recently installed a super AWOS (last year) and a GPS approach. The US Customs strip 15 miles north is a controlled by MDT Aeronautics Division. The airport has all its zoning in place – the big issue is the Alltel tower that penetrates airspace. Stacy advised signing up for Obstruction Evaluation announcements to prevent these incidents in the future.

Bob Breum - HVR

Bob reports that a new terminal was finished a couple of years ago and now they are getting a new ARFF truck. FBO has a courtesy car. The terminal was built with NPE (non-primary entitlement money from the FAA, which is at risk under the FAA's new funding proposal).

Bob Hollister – 1S3

The airport is in the process of updating its airport layout plan; this came up when they were doing their airport influence area. They recently got snow removal equipment through federal funds and sent an RFP for equipment shed – but the one bid that came back was way too high at 180 percent of set cost, so they are rebidding. The airport is using NPE money and has fewer than 49 based airplanes so that need that 95 percent match!! Tillit Field is in same county as M46. Bailey and Bob are working together to develop good rapport with county commissioners; they lost the one that was pro-aviation in last election cycle. Thus, there has been no airport board meeting since last election. Bob is working with Bailey to get commissioners to have an airport board meeting!

Mike Bauer – THM

Mike owns a hangar at the airport; one day he woke up and a big house had been built on the adjacent property; that is when Mike decided to become the ASN volunteer for THM. Mike said he visited with Dan Miles re: airport affected area legislation; Miles had approved subdivisions within these areas and ignored the legislation. Mike says they made some progress with noise remediation and they have encouraged discussion with the builder; at this point they are hoping to get some kind of notification. Mike said he is not sure what Sanders County has in long-term plans for that airport, but is on the watch.

Fred Lark – LWT

Fred reported that June 9 is Fly-In and Airport Day! Everyone is invited to come over! Fred then provided some excellent comments and suggestions for ASN volunteers – he suggested volunteers take AOPA's Guide to FAA Airport Compliance (see Stacy's IOUs) to their county/city/town commissioners. It's a great way to introduce them to the airport they sponsor and the obligations they must uphold. On another note: the airport affected area has been completed at LWT and there are new hangars being developed on the field; they are using AOPA's Hangar Development guide with this project. Currently, there are 50 based aircraft. Fred also reported that new turbine wind power test towers are being built near the airport; these aren't actually farms and are not being reported to the FAA so we need to keep alert!! Finally, LWT is the oldest drag strip in the nation on an airstrip; the "drag strip" produces revenue for the airport.

Nigel Davis– HLN

Helena’s long-time airport manager is GA friendly; he has done a great deal to expand the GA facilities. Three-four years ago using federal money, they constructed a new GA hangar area. Another half is ready for expansion in the future if needed. Ten new hangars have been built to date. This summer there will be a reconstruction of the south-side taxi lanes – that is essentially the entire GA side of the airport. They put hangars out to bid – real upscale; ended up selling them all as condo hangars. They tore down another row of old ratty hangars and did the same thing. Now, they are making hangar owners pay for access to the airport and their insurance through the airport – this has made it easier and less expensive.

Scott Richardson – S27

Kalispell was the first airport in Flathead Valley, established in the late 1920s. Scott became a member of airport advisory board in late 90s. He reports that the airport costs the sponsor (City of Kalispell) about \$13,000 per year to run it. They don’t receive money from the county to run the airport - their funds go to other county airports. In 2002, their new airport manager concentrated on expansions planned for many years in phases. Phase I was completed in 2005- they added ramp; hangar development; and the city purchased property where the FBO is. They also have most of the airport fenced. In 2004, they went to legislature and tried to get law changed on tax levies so they could participate in it. The funds were going to international airport. It died in 2004, but they are looking to hit that again in 2008. In 2006, they completed their area affected/influence area (AAA) and have received two requests for new construction that were covered under that. They got it passed with support from both the county and city. There currently is a lawsuit though: During the fencing process, an FBO complained about the fencing and his access being limited or changed. That is on-going. Phase II expansion is a \$10,000,000 project currently on hold. Two radio towers must be mitigated for FAA to release funds. FAA is fighting; the proponent has two cases going to Supreme Court on tall towers. On the field, the plan is to lengthen the runway to 4,200 feet (current 3,600) and widen it. Today, the annual budget is six-figure revenue! Hangar development and fuel taxes have been the airport’s keys to survival.

Dan Lilja– S34

Winning the other co-airport of the year at the conference – Plains Airport. The reason: they built brand new airport that opened in October. They had a big fly-in then and the Governor came in to speak. Dan told us they have very supportive county commissioners who stuck with them through the project, which included lawsuits. They’ve built new hangars since October, obtained a courtesy car and got a Super AWOS. Their fly-in is scheduled for June 2007. Like in Stevensville and Thompson Falls, have covenants on hangars to make the airport look “pretty.” The wing air ambulance is now able to use this airport – the previous runway was too short – and the forest service is basing a/c there. In the past, the Forest Service had to download the amount of retardant due to lack of runway space so now USFS is building a retardant facility on the field! All this was accomplished with 95 percent FAA funds and Montana funding from a very supportive group at MDT Aeronautics Division.

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

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MONTANA PILOTS' ASSOCIATION



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May/June 2007

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of the

Montana Pilots' Association, Inc.

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