

MONTANA PILOTS' ASSOCIATION



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Heading Bug

November/December 2007



president's message

Season Greetings fellow Montana aviators,

I would like to wish you all a Merry Christmas and a Happy New Year. Since I am writing this during Thanksgiving, I would like to express my heartfelt thanks to the following:

- ◆ Art Lindstrom, MPA webmaster and editor of the *Heading Bug*. Your work on the Web site and the newsletter is fantastic. Thank you for all the time you spend keeping us informed and up-to-date on aviation events in Montana and around the nation.
- ◆ Geanette Cebulski, secretary and treasurer. You have the heaviest work load of any MPA member and without your efforts, we would not be the fine association that we are. Thanks!
- ◆ I want to thank the members of the MPA board: Chuck Jarecki (Western Director), Tim Robertson (Eastern Director), Rick Kraft (Western VP), Bobbi Powers (Eastern VP), Joe Roberts (Past President) - Thank you for taking the time and making our association a success.
- ◆ Dan Prill, John McKenna and Chuck Jarecki (Recreational Airstrip Committee) Definitely the most active committee working for the MPA. Your work is beneficial for our members and we greatly appreciate all the time and work you have invested in our association.
- ◆ Bill Gallea (Legislative) Thank you for all your work during the legislative session. I would like to thank you and commend the Vigilante Hangar for its proactive aviation activities.
- ◆ Wade Cebulski (AOM Rep) and J. C. Kantorowicz (GTF Hangar - 08 Conference) Your work is greatly appreciated.
- ◆ I would like to thank all the members who serve as an officer in their local hangars.
- ◆ I would like to thank each member for belonging to the MPA. We have strength in numbers and I would encourage each of you to sponsor a new member this year.

Areas of continued concern:

- ◆ The FAA funding issue, President Bush continues his push for user fees. I would like to thank Senator Baucus, Senator Tester and Representative Rehberg (along with their staff members who are great to work with) for recognizing the importance of general aviation in the state of Montana.
- ◆ Customs and Border Protection (CBP) unrealistic border crossing plans. TSA and their one-size fits-all mentality.
- ◆ The need for the continued fight to keep our recreational airstrips.

I don't know how you spent your time after a large Thanksgiving dinner, but I flew the old T-Craft along the shoreline of Fort Peck Lake looking for cows that my passenger will gather tomorrow.

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



calendar of events

2007

Dec. 6—Flathead Hangar/EAA Christmas Party—Vista Linda, Somers, 6 p.m. - no-host social 6:30 - flight competition, 7:15 - prime rib & salmon buffet - \$25/person—music by classical guitarist Steve Eckels, great door prizes and \$5 gift exchange (optional)—RSVP to Chuck Manning, MPA - 844-3369 or Maren Griffith, EAA - 837-4076

Dec. 12—Vigilante Hangar Christmas Party—E-mail vigilantehangar@hotmail.com for more information

Dec. 17—Five Valleys Hangar/EAA #517 Christmas Dinner—The Broadway Inn, Missoula - 6 p.m. no-host cocktails and 6:30 buffet-style dinner, \$20/person (roast pork loin with cranberry stuffing, chicken Marsala, garlic mashed potatoes, roasted vegetable medley and a green garden salad)—"white elephant" gift exchange—RSVP to Sherry Rossiter, 542-5177

Dec. 18—Mission Valley Hangar Christmas Party—Razoo's at the Polson Country Club—no-host bar at 1800 hours, dinner at 1900 hours, \$25 per person—for more information or to RSVP e-mail mission-valley@hotmail.com

Dec. 25—**Merry Christmas**

2008

Jan. 18-20—Winter Survival Clinic—Helena Airport (HLN)—for more information contact Jeanne MacPherson, [e-mail](mailto:jeanne@winter-survival.com) or 406-444-2506

Feb. 8-9—Flight Instructor Refresher Clinic—Helena (HLN) at the Wingate Inn (rooms are reserved) 4 p.m. to 10 p.m. Friday the 8th and 7 a.m. to 6 p.m. on the 9th—for more information contact Jeanne MacPherson, [e-mail](mailto:jeanne@winter-survival.com) or 406-444-2506—flyers will be sent out the first week of January to all instructors

Feb. 28-March 1—Montana Aviation Conference—Great Falls—rooms are blocked at the Best Western Heritage Inn at a conference rate of \$79 plus tax—(800) 548-8256 or (406)761-1900 to make reservations and reference Montana Aviation Conference—rooms are also blocked within walking distance at Motel 6—\$60 plus tax—(800)362-4842

Aug. 16—Polson Fly-In—Polson (8S1) pancake breakfast, lunch and Soroptomist's Wine Festival

Cessna buys Columbia Aircraft for \$26.4M

Cessna Aircraft broadened its single-engine aircraft line Nov. 27 after the company submitted the winning \$26.4M bid for bankrupt Columbia Aircraft, a Bend, Ore.-based producer of high-performance, all-composite piston singles. "This is a significant day as it brings together two top aircraft design and production companies to offer the global general aviation community the widest range of propeller aircraft, along with world-class product support, all under the Cessna brand," said Cessna chairman, president and CEO Jack Pelton.

"The Columbia models are a good fit with our existing product line," Pelton added. "We look forward to providing existing Columbia owners with improved levels of service and support and introducing new customers to these outstanding aircraft. We plan to make significant investments in Bend, in people and operations, to bolster customer satisfaction and business profitability."

After the deal closes, the Bend operation will take on the Cessna name and the current Columbia 350 and 400 models will become the Cessna 350 and 400. According to Cessna, Columbia's low-wing, high-performance, turbocharged airplanes raise the top end of the Cessna piston product line. The Teledyne Continental TSIO-550-C-powered Cessna 350 will feature an all-composite airframe, Garmin G1000 avionics and autopilot, while the 235-knot Cessna 400 will offer the same features with dual turbochargers.



hangar reports

Flathead Hangar—meets on the third Thursday or in case of a conflict the fourth Thursday of the month at the Vista Linda, Somers. It starts off with a social at 6:30 p.m., dinner at 7 p.m. followed by a short meeting and program. The Hangar meetings average 25 members. At the October meeting Glacier Park International Airport (GPI) Director Cindi Martin shared with us some insights on how GPI serves Northwestern Montana. A new GPI Master Plan is in the works. At the November meeting Dave Downey showed a video on flying through the arches of Southern Utah (when it was still legal). The December meeting will be the Christmas Party, Dec. 6. - Vista Linda, Somers
The MPA and EAA Chapter 102 will join up to celebrate the Holiday Season. Entertainment by guitarist, Steve Eckles. For more information contact mflathead.hangar@gmail.com by Chuck Manning

Mission Valley Hangar—meets the fourth Tuesday of the month and alternates between the Polson FBO and Mauri Morin's hangar in Ronan. The September meeting was held at the Polson FBO and the meeting was a recap of the good, bad and ugly of the summers fly-ins, pancake breakfasts and Young Eagle days while we could still remember the events accurately. The hangar used the meeting to plan what we want to do and how we can do it better in 2008. The date was set for the 10th annual Polson Fly-In (Aug. 16) and the Christmas party plans were discussed. The Christmas party will be Dec. 18 at Razoo's in the Polson Country Club, it will start with a no-host bar at 6 p.m., dinner at 7 p.m. and is \$25 per person—for more information or to RSVP e-mail mission-valley@hotmail.com by Art Lindstrom

Montana Pilots' Association and the Montana Aeronautics Division

There is always some confusion this time of year regarding the Montana Pilots' Association and the Montana Aeronautics Division.

The Montana Pilots' Association (MPA) is a non-profit organization founded in 1939 to serve the interests and needs of general aviation in Montana. The MPA and its local hangars (chapters) often promote aviation by working together with the Montana Aeronautics Division on many projects of mutual interest.

The Montana Aeronautics Division is a division of the Montana Department of Transportation. As a pilot and resident of Montana you and your aircraft are required to be registered. The Montana Aeronautics Division will soon be sending out their annual registration forms for 2008. Upon registration, you automatically receive a copy of the Montana Airport Directory and their monthly newsletter, *Montana and the Sky*. For more information about registering with the Montana Aeronautics Division call 406-444-2506.

When you join the MPA you become part of a larger voice for general aviation in Montana. Specifically you gain membership in an organization that represents your aviation interests. The MPA is the only statewide organization open to all pilots, and dedicated to representing and supporting the interests of Montana pilots at local, state and national levels. The MPA represents aviation in the following ways: monitoring aviation issues in the state legislature, co-sponsoring the Montana Aviation Conference, representative on the Montana Aeronautics Board, representation on airport usage and development committees throughout the state. MPA is a member of the Aviation Organizations of Montana, the Alliance for Aviation Across America and a member of the Leave No Trace Center for Outdoor Ethics.

As an MPA member you receive our bi-monthly newsletter, *The Heading Bug* and access to our website (www.montanapilots.org). Both provide a calendar of aviation events, hangar (local chapter) reports from around the state, as well as keeping you informed on issues important to Montana pilots. Membership renewals for 2008 were mailed out Nov. 15 to all MPA members. The MPA is promoting new memberships by mailing out brochures to Montana pilots who are not currently members of the MPA.

The MPA is running a Membership Sweepstakes drive from Oct. 1 to March 1 to increase the association's membership. The sweepstakes drawing will be held at the Montana Aviation Conference, March 1, in Great Falls. The prize is a Personal Locator Beacon (PLB). You do not need to be present to win the PLB.

Each renewing member, each new member and each current member sponsoring a new member, will have their name entered in the drawing. To earn an extra chance in the sweepstakes drawing make sure and include your name as the sponsoring member on all new member's applications. The more new members sponsored, the more chances to win.

For further information regarding the MPA, please contact any of our officers or call Geanette at 406-677-3423.

reaching for the stars

by Alana Listoe - Independent Record

Nine-year-old Conner Schank would enjoy space travel, although he wasn't too sure about a permanent relocation to Mars. Skylar Rispens, 10, agreed. "It would be fun to float outside of this atmosphere," Rispens said.

Schank and Rispens were among a class of fifth-graders from Smith Elementary who spent a day at STARBASE designing an International Space Station. STARBASE is an educational program that aims to ignite an interest in young people for science, math and technology.



George Lane IR staff photographer - Smith School students Tan Yee Weung and Ethan Erickson use computers to build a space station at the STARBASE program at Fort Harrison. The students will each build a working rocket that will be launched, weather permitting.

Using design engineering software, students peered at computer screens, concentrating on alignment and center-of-axis of the modules that make up their hypothetical space station. Designing a space station was only one of the exercises and experiments STARBASE students will undertake at Fort Harrison in sessions over the next couple of weeks.

All 850 fifth-graders in Helena, East Helena, Montana City and Lincoln will spend four days at STARBASE. During those few days, they design and launch a rocket, and learn about Newton's Laws of Motion, states of matter and planetary comparisons.

Helena is the first location in Montana and program director Michael Stone couldn't be happier.

"It is an elementary aviation physics course," Stone said with a glowing smile.

"It is a neat opportunity that promotes science, math and technology," said Jon Runnalls, one of two certified teachers in the class. "On a national level, high school is too late, and so the program targets upper elementary students and middle school students, hooking them with math, science and technology carries into careers." Stone said researchers have found that fewer than one percent of elementary students will pursue degrees in these types of fields.

The program also teaches teamwork, he pointed out, which is an important aspect of space travel. "Putting people into space takes a team," he said.

Superintendent Bruce Messinger said the district welcomed the opportunity this program provides students. "The curriculum is a nice match with the (state) standards and experience for science and math," he said. "It is a nice community partnership with the guard, who is as involved, as we are, with the community."

Messinger said the lessons, experiences and technology is something students wouldn't necessarily get in the regular classroom setting. He compared it to an "ongoing field trip and good resource to enhance their learning."

For the past 15 years, Congress has allocated funds affording STARBASE the opportunity to implement the program in 32 states providing math, science and technology experience for more than 350,000 students.

The program costs \$262 per student, and is completely funded by the federal government.

Schank said he loves getting out of the classroom and has learned a ton in the few days at STARBASE. Although he has never flown in an airplane, he now has a general understanding of how a plane becomes airborne.

it's Pappy Boyington Field

World War II Marine Corps fighter ace Gregory "Pappy" Boyington got his due Sept. 22, when the Coeur d'Alene Airport was officially dedicated as Coeur d'Alene Airport/Pappy Boyington Field.

Hundreds of people, including a strong contingent of military veterans, gathered along the tarmac at the western edge of the Kootenai County-owned airport for an afternoon ceremony that paid tribute to the late Boyington and all veterans. Marine Corps veterans shouted "OohRah" in joy and thanks after Kootenai County commissioners voted to approve the name Coeur d'Alene Airport-Pappy Boyington Field. 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," Commissioner Rich Piazza said.



For those in the crowd, it was a day of triumph. "This is a very great thing for Coeur d'Alene and the state of Idaho," said retired Air Force Capt. Allan Hagelthorn, who fought for the renaming and is a North Idaho leader in the Distinguished Flying Cross Society. Boyington, who was shot down and rescued by a Japanese submarine during the latter part of World War II, was credited with destroying 26 enemy aircraft dating back to his service with the Flying Tigers over China. Boyington was presented with the Congressional Medal of Honor by President Franklin D. Roosevelt for his valor with the famed Black Sheep Squadron in the Pacific theater. He was also awarded the Navy Cross, American Defense Service Medal, Asiatic-Pacific Campaign Medal, American Campaign Medal and the World War II Victory Medal.

Near the end of the ceremony, Boyington's son, Greg Boyington Jr., stood before the microphone on the bed of a small trailer and said, "I want to thank every one of you for coming out here this afternoon. It's really quite a day." "It's a proud day," Boyington said about the renaming effort pushed by the Marine Corps League's Pappy Boyington Detachment 966 in North Idaho. "It proves they (fellow Marines) never leave their men behind," he said, and then quickly added, "Semper fi."

Boyington was born in Coeur d'Alene, Idaho to the Sioux Nation (Sioux are not native to the area), grew up in the nearby logging town of St. Maries, Idaho and later, Tacoma where he was a wrestler in high school. He first flew when he was eight years old, with Clyde Pangborn, who later flew the Pacific non-stop.

In 1930, Boyington entered the University of Washington where he participated in the ROTC. He was a member of the college wrestling and swimming teams, and at one time held the Pacific Northwest Intercollegiate middleweight wrestling title. He graduated in 1934 with a B.S. in aeronautical engineering.

He spent his summer vacations working in his home state. He worked in a mining camp and a logging camp and with the Coeur d'Alene Fire Protective Association in road construction and lookout work.

He married his first wife, Helene, shortly after graduation, after which he worked for Boeing as a draftsman and engineer.

In his youth, Boyington went by the surname of Hallenbeck, after his step-father. It was not until he decided to apply for flight training that he obtained his birth certificate and learned that his father was one Charles Boyington, and that his parents had divorced when he was a child. The discovery was fortuitous: since there was no record that Gregory Boyington had ever been married, he was free to become a cadet pilot in the U.S. Marine Corps.

Boyington died of cancer in 1988 at age 75 in Fresno, Calif. He is buried in Arlington National Cemetery, lot 7A-150, with full honors accorded to a Medal of Honor recipient, including a missing man fly-by conducted by the F-4s of the Marine detachment at Andrews Air Force Base.

After the burial service for Boyington one of his friends, Fred Losch, looked down at the headstone that he was standing next to, the boxing legend Joe Louis, "Ol' Pappy wouldn't have to go far to find a good fight."

cold weather in-flight hazards and tips

by: Technical Counselor Dave VanDenburg (e-mail: WA8DOF@yahoo.com)
EAA Chapter 439 (Michigan)

This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand-held radio.

These are just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." This book is available free online at www.lycoming.textron.com. Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions.



can you believe it

The Pacific Northwest Regional office of the Bureau of Reclamation is proposing to severely restrict floatplane access to its reservoirs in the name of national security. As far fetched as it sounds, they are concerned a terrorist could use a floatplane to destroy the dam, electrical generation facility or used to poison the reservoir. Never mind that a Ryder truck (the preferred vehicle for bombing the World Trade Center and the federal building in Oklahoma City) could be driven to any of their reservoirs and carry far more explosives or poison than a floatplane. In fact most fishing boats can carry far more explosives or poison and look at the number of pickup trucks and recreational vehicles sportsmen drive to the reservoirs and their capacity versus an airplane.

During World War II the British studied how to destroy German dams so they could wipe out power generation in the Ruhr Valley. They determined a bomb impacting the down-stream face of the dam would not destroy it. The only effective way to destroy a dam was to place the bomb on the reservoir side, close to the dam and detonate it deep underwater, so the water would direct the explosive force into the dam. They developed a bouncing bomb that when dropped upstream of the dam would "skip" across the reservoir to the dam and sink. A depth charge would then ignite the bomb. The famous dambusters raid used bouncing bombs against six major dams, but only successfully destroyed two and merely damaged the other four. If bombs will not do it, how is a light airplane going to destroy a dam?

The concern over destroying the electrical generation with a floatplane is really misplaced concern. Power generating dams as well as nuclear, coal and gas power plants are very well protected but a half mile away from the plant and its transmission substation, the high voltage transmission lines stretch out across the country with no security or protection. A handful of terrorists can easily take down the power grid by driving up and strapping explosives to the transmission towers, then drive away and remotely, via cell phone, detonate the charges. By targeting several towers along each of the transmission lines it would mean weeks or months before power could be restored. A large coordinated attack could leave all the dams and power plants still producing power but unable to distribute electricity to the country.

This is a far more likely scenario than a terrorist group coming to the U.S. and taking to the air in a bunch of floatplanes. The problem is the agency charged with protecting the country (Homeland Security) has not run a nation-wide risk assessment. They assigned the individual agencies as well as cities and states to come up with their own risk assessment, which has resulted in a patchwork of almost comical results with large price tags. Right after 9/11 the energy department ran a study to see if the B-767s that hit the World Trade Center could have caused a nuclear disaster if they hit a nuclear power plant. The answer is there would be major damage but no nuclear release because the reactors are built to withstand earthquakes and would survive a B-767. If a B-767 will not destroy a nuclear plant why are light airplanes prohibited from flying over them? Because the energy department put them in its terrorist risk assessment.

Floatplanes banned today, the rest of aviation tomorrow—time to call your congressman!!!!!!!

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) \$25 Household Membership (2 Regular Members) \$45
Associate Member (not soloed) \$15 Family Membership (1 Regular and 1 Associate) \$35
Montana 1st Solo Student Pilot 1st year free

Subscription to GANews \$25

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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