

MONTANA PILOTS' ASSOCIATION



Heading Bug

September/October 2007

president's message

Greetings Fellow Aviators,

The last few months have been hot and smoky from the forest fires and partly because I have been hot under the collar with smoke coming out of my ears. I have sent letters, e-mails and have personally visited with our congressional people and/or staff concerning the proposed FAA funding re-authorization. Propaganda the airlines (with the exception of Jet Blue) have put out is the reason for the heat and smoke. (Well, perhaps the actual temps and forest fires might also be partly responsible.) The following is an e-mail I just received from Pat Bousliman, a staff member for Senator Baucus.

Knowing of your interest in aviation, wanted to share with you some background on a bill Max moved through Finance Committee this morning. The bill reauthorizes the Aviation Trust Fund through 2011, and includes a major new investment (\$430 million per year for each of the next four years) in the satellite-based Next Gen air-traffic system. Next Gen will allow U.S. aviation to work more efficiently, saving fuel, time and money. The investment in Next Gen is significant, and is financed by contributions from general aviation and commercial aviation.

Highlights of the bill are as follows:

- ◆ *Extension of Airport and Airway Trust Fund ('Aviation Trust Fund') through 2011*
- ◆ *Dedicates approximately \$400 million per year of the Trust Fund for projects to implement satellite-based Next Gen air traffic system*

In keeping with Max's view that the burden of financing the Next Gen system should be shared, the following changes to current law are included in the bill:

- ◆ *Jet Fuel for General Aviation is set at a rate of 36 cents per gallon, up from 21.8 cents. Tax on aviation gas stays at current rate.*
- ◆ *International departure and arrival tax is set at \$16.65, an increase of \$1.55 for each leg of an international round trip.*

Give a call or drop a line if you have any questions or comments. For further background on the bill, check out the following link: <http://finance.senate.gov/sitepages/legislation.htm>

Best,

Pat Bousliman

202.224.4515

Pat_Bousliman@finance-dem.senate.gov

Another reason I have been hot under the collar is the current Flight Service Station situation. I am curious how many of you continue to receive briefings through the 1-800-WX-Brief or have you switched to DUATS or fltplan.com? While I will admit there has been improvement in the last few months, it is obvious that Lockheed Martin's top priority is not safety! I am still having trouble receiving a clearance by phone from an airport like Poplar. Have any of you experienced similar problems?

Enough of the pissing and moaning, here in Glasgow we continue to have students learning to fly and two new aircraft are being purchased this week. (If you can call a 42 year old aircraft new) Well, it is new to its owner and he is enthusiastic about aviation.

One last note: If you are interested in serving the MPA as a board or committee member, please call me or Lanny Hanson. Your thoughts, comments and suggestions are always welcome.

Russell Dahl

MPA President

406-263-7821

ace1dahl@yahoo.com

calendar of events

2007

Oct. 6—annual Rondi at Alvin and Barb Hirsch's Ranch—fun games and great food for all—for more information call 406-354-6009—ranch is located at Rock Springs, 30 miles northwest of Miles City

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, [e-mail](#) or 406-444-2506

Feb. 1-2—Flight Instructor Refresher Clinic—Helena (HLN) at the Wingate Inn (rooms are reserved) 4 p.m. to 10 p.m. Friday the 16th and 7 a.m. to 6 p.m. on the 17th—for more information contact Jeanne MacPherson, [e-mail](#) 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

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

2007 board meeting highlights

The MPA Executive Officers and Directors have met three times this year: March 3 at the Montana Aviation Conference in Missoula, May 5 in Cut Bank and August 4 in Columbus.

There were 17 officers and five members and guests present at the March BOD meeting and 38 members present for the annual membership meeting. A gift certificate to Lindsey's Steak House in Seeley Lake was presented to Dan Prill and Carl Rummell in appreciation of their time performing the MPA annual audit. Topics of discussion were:

1. SB318, the amendment to the Montana Recreational Use Statute to include aviation.
2. "Leave No Trace," MPA along with Montana Aeronautics Division and Spotted Bear Ranger District is developing two educational brochures.
3. MPA will develop our Web site to accept credit card payments for dues using the PayPal system.
4. MPA Grant Application process was reviewed. Recipients of the 2006 funds were Seeley Lake, Townsend and Bozeman. Representatives from those airports gave brief reports about their projects.

Annual elections were held. Executive Officers (one year terms) - Russ Dahl, president; Bobbi Powers, eastern vice-president; Rick Kraft, western vice-president; Geanette Cebulski, treasurer. Directors (two year term) – Tim Robertson, eastern director.

Twelve officers and members attended the May meeting in Cut Bank. The Board discussed the Membership Sweepstakes Drawing, new MPA brochures, Leave No Trace brochures and membership in the organization Alliance for Aviation Across America. MPA Grant Application process was approved and is now available for MPA Hangars to apply for assistance with recreational airport projects. The 2007 budget proposal was presented and approved with additional funding allowed for scholarships, MPA decals, brochures and the Sweepstakes project.

On Aug. 4 the board members met at the Columbus Airport and were treated to a tour of Gary Wolterman's hangar and pipe organ. There were eight board members present. The board made a decision to purchase a Marine Personal Locator Beacon or IPERB as the grand prize for the 2008 membership sweepstakes. The request for funding from the Columbus Airport was reviewed. Other topics of discussion were plans to replenish the Recreational Aviation Fund and a recap of the Mountain Flying Rendezvous in Townsend.

The next MPA Board of Directors meeting will be held Saturday, Dec. 1 in Lewistown.



hangar reports

Five Valleys Hangar—Since the conference, our hangar has been busy meeting and eating. In April we had Joe Guthrie as a guest speaker. Joe was on some top secret missions in 1955, flying out of Japan and over flying areas in Russia in a B-47 on photo missions. This info was declassified in 2000. Joe gave a real colorful and entertaining presentation. In June, we had our meeting at the NOAA weather station in Missoula and had a wonderful tour of the facility. In July, we had our meeting at Missoula International Airport. MSO Airport Authority, Chris Jensen and Kelly Smith fixed a great hamburger and brat barbecue followed by a tour of the maintenance and fire station facilities. They have some pretty amazing equipment. Also Chris and Kelly agreed to display our Hangar of the Year award at the main terminal. We also have permission from the Museum of Mountain Flying to display the past awards that are full. We planned to hold the August meeting as a get together and BBQ at the Seeley Lake Airport, but that was canceled due to the fire activities there. Sept. 17 we met at the Missoula NOAA weather station as a follow-up to our June visit there. Our next meeting is scheduled for 7 p.m., Monday, Nov. 12 at the Missoula airport conference room. *by Wade Cebulski*

Gallatin Valley Hangar—has had a quiet spell since the completion of the pilot shelter. With all of the smoke and TFRs, flying activities were significantly reduced from last year. Our second annual "Fall Foliage" flight to Driggs, Idaho was held on Sept. 22, with nine airplanes and 18 people participating. This year we were early enough to have some great color displayed by the aspen trees, all the way from the Madison Valley to the Tetons. The day was very windy at altitude, with thirty knot headwinds going south, and some great groundspeed on the way home! The Warbirds Cafe at Driggs is a great place to eat, and this year they provided great service, too! If you go there as a group, please give them a little advance warning and they'll be happy to accommodate you. Our next meeting will be Oct. 3 at the new fire station/old terminal building at Gallatin Field. Jeanne MacPherson will be discussing Air Search and Rescue organization and procedures for all interested pilots. The meeting will start at 7 p.m. Please contact Linda Marshall at 539-5909 if you can attend. *by Jon Hudson*

Glacier Hangar—Our Montana Fun Weekend was a success again this year. The fly-in was not very well attended because both runways were closed due to our reconstruction project. The bowling ball car drop is still safe. Next year there will be a cash prize of about \$200 for a direct hit. Look out for the Canadian's, they will be down in full force. The hangar gets together every third Monday of the month. With the fire season as bad as ever this summer we did very little flying trips. Come and visit and use our new runway. It will be finished the week of Sept. 24. *by David Ries*

Mission Valley Hangar—meets the fourth Tuesday of the month and alternates between the Polson FBO and Mauri Morin's hangar in Ronan. The grills were put to good use this summer serving breakfast at Fly-Ins in St. Ignatius, Ronan and Polson plus the three Young Eagle days which are a joint effort between the hangar and EAA chapter 1122. The Polson Fly-in was not as large as last year and that was because of all the smoke and TFRs in western Montana. There were still 63 airplanes that flew in and breakfast was served to just over 400 people and lunch was served to 280. Friday, the day prior to the Fly-In was very smoky and the Mission Mountains were not visible from the airport. By Saturday morning the sky had cleared enough to see the mountains and allow the airplanes to fly in. The October meeting will be a social gathering centered around the showing of the movie *The Magnificent Men and Their Flying Machines*. Planning is underway for the Christmas Party and the Polson Fly-In will be held again next year on Aug. 16. That will be the hangar's 10th year for the Fly-In. *by Art Lindstrom*

South Central Hangar—Here it is fall. It is hard to believe that summer has flown by. We have enjoyed our monthly BBQ with the EAA members at the Billings airport. At the August meeting the Pietenpol Girls shared their trip to Oshkosh. Check out the September 2007 issue of *EAA, Sport Aviation Magazine*, to read their story. Last month we all joined at Dave and Bobbi Powers for the annual Labor Day Fly-In. It was a great time with one of our best attendance records. Wayne Mackey flew his new Stol Quest from Miles City and gave a demonstration. What a performer he has designed. Frank Borman flew in with his wife in his new turbine Bird Dog. The Scott family came in their Bell Ranger helicopter. And, Pete Smith and Rosie came down from Lewistown. We plan to continue meeting at the Billings airport for a BBQ, the first Friday of each month. *by Bobbi Powers*

Vigilante Hangar—took the month of August off, no meeting. Nobody was doing much flying, either, unless it was IFR, what with all the smoke. In September, we had a fly-in to the new restaurant at the Canyon Ferry Airstrip (8U9), "The Pink Flamingo." The owner, Sharon, opened up specially for us, and we had a good meeting. Weather was very blustery, chilly and gusty, but one intrepid pilot, Oliver Bucklin (hangar vp), flew over with Kacey Collins and Crystal, a student pilot. Oliver made a great landing with gusty crosswinds, so we bought him and his crew dinner. For future meetings, we plan to discuss the status of the FAA funding issue, have a get-together with the air traffic controllers from the Helena Tower, invite the FAA to talk with us about upcoming changes in the Wings Program, and plan our Christmas party. Lots going on in Helena!! *by Bill Gallea*

Customs seeks new rules for GA

We are all very familiar with the events of 9/11. There is no disputing the fact that a group of jihadists overpowered the flight crews on four airliners and flew them into the World Trade Center, the Pentagon and a field in Pennsylvania. Every since that infamous day the federal government has tried to clamp down on general aviation and equate Cessnas and Pipers to tools on the agenda for the next terrorist attack on the US.

The Department of Homeland Security (DHS), the Transportation Security Administration (TSA) and congress all envision a light airplane being used to kill thousands of people in another daring attack. They quietly look the other way when mention is made of the Cessna 150 that was flown into the side of the White House and only damaged a bush during the Clinton administration, or the light airplane flown into a high rise office building in Florida in 2002, a copycat 9/11 stunt, that killed the 15 year-old pilot but no one else, or the Rockwell Commander 112 that was flown from Switzerland into an office building in Milan, Italy in 2002 killing the pilot and two people in the building but no major damage to the building or the 2006 accident involving the Yankee's pitcher in his Columbia flying into the apartment building causing some damage to the apartment it hit but killing no one other than the pilot and his instructor. They also do not look at the 10-ton B-25 that flew into the Empire State Building at 210 mph back in 1945 killing the crew of three and 11 office workers but not doing major damage to the building.

General Aviation is squarely in the sights of government officials when it comes to formulating the next terrorist attack on the US. That is evident again with a proposed rule presented by DHS and TSA six years to the day after 9/11. DHS and TSA want all pilots of private aircraft that cross the U.S. border in either direction be required to submit flight notification and passenger manifests via the Internet before general aviation flights enter or depart the United States. The flight notification and passenger manifests must go to the Bureau of Customs and Border Protection (CBP) via electronic means through customs' electronic Advance Passenger Information System (eAPIS) and obtaining the required approval before departing; if a new rule is made final.

Under the proposed rule, the arrival notification and passenger manifests must be received by the CBP no later than 60 minutes before an arriving private aircraft departs from a foreign location and no later than 60 minutes before a private aircraft departs a U.S. airport for a foreign destination. The CBP wants to check those manifests against its no-fly list, however they do not give a procedure if a passenger's name appears on a no-fly list. Any issue stemming from mistaken identity should be resolved quickly so that the passenger or flight is not stranded for a long period of time. Their proposal includes the requirement to provide full information of pilot and all passengers 60 minutes prior to departure from any foreign country to the US as well as waiting for permission back from DHS prior to departing that country. This also applies to departing the US. Again, a full list of all aboard 60 minutes before departure and permission prior to takeoff when flying out of the US to a foreign destination. Based on DHS numbers, there were 138,559 aircraft with 455,324 (3.3 per flight) passengers crossing the borders in 2006. Since pilots would be required to request permission both directions, CBP will have to do a background check on 910,648 people a year or 2,495 people every day (based on the 2006 numbers). If the proposed rule is implemented, there will be hours of backlog with pilots and passengers waiting for permission at an Internet terminal somewhere in a foreign country.

Yes, says AOPA, "This applies to short trips across the border with your family or friends in your Cessna 172." The rosters must be submitted electronically, so pilots departing from remote airports without Internet access would have to land at another airport with Internet service and complete the information before entering or leaving the United States. "That's not practical," says AOPA.

Homeland Security Secretary Michael [Chertoff told Congress](#) Sept. 5, "These proposed requirements would bring private aircraft into closer alignment with the passenger-screening requirements that currently apply to commercial air carriers," he said, "and allow inspectors more time to fully pre-screen travelers and crews and take necessary actions to resolve threats." According to Chertoff, the DHS is also considering some additional regulations regarding the vetting of flight crews on private aircraft, which could go beyond aircraft arriving from international destinations. Currently, passenger manifests are required upon arrival in the U.S. There are no current requirements to submit information about passengers before leaving the country.

Aviation alphabet groups are busy deciphering the legal jargon in the 55-page [notice of proposed rulemaking](#) issued Tuesday, Sept. 11. "We expect that many of the more sophisticated private aircraft operators would be able to adapt to the proposed requirements. However, we are quite concerned with the effect of this rule on the smallest of operators," NATA president James Coyne said. According to NATA, some flights might originate from locations without electrical power, let alone the high-speed Internet connection that is necessary to submit the electronic manifest data.

The Baja Bush Pilots (BBP) are very concerned with the proposed rule because if enacted as written, they feel it could all but destroy tourism via private aircraft in all countries including Canada, Mexico and Central America. They like all the other alphabet aviation groups are requesting all pilots contact DHS with their concerns about the proposed rule. According to DHS:

- ◆ Numbers count and DHS is not looking for long statements. 100 short statements make a lot more impact than 10 long ones. (they want a quick read)
- ◆ Keep comments to the point and use respect when commenting. Don't overload them with suggestions. Keep in mind that this is something that has to be worked out with other countries also e.g. the Caribbean, Mexico and Canada.
- ◆ Make your comment in Word and then run it through spell checker prior to sending or printing. (cut and paste)

The following items are suggested as comments. Please put them into your own words and add other comments that you feel would help. Again, keep it short.

1. General aviation pilots must have alternatives for filing their arrival/departure information and passenger manifest in ways other than eAPIS. CBP must provide realistic alternatives such as filing via phone or through FSS for general aviation pilots when departing from remote areas that do not have Internet access. This flexibility is especially important for last-minute changes to arrival/departure times or locations due to weather or other operational considerations common to general aviation when operating from foreign countries with extremely limited infrastructure and Internet access.
2. Question the requirement to submit notification and a passenger manifest and other data before leaving the United States and question how this benefits national security. Currently, pilots leaving the United States are not required to submit information to CBP, only to file a flight plan with the FAA, be in contact with air traffic control and contact and follow the Customs procedures of the country where they intend to land. The CBP proposal does not provide justification for this new requirement.
3. CBP must provide clarification of what the pilot's responsibilities are if a passenger's name appears on a "No Fly" list. The CBP proposal provides no guidance to pilots on how to handle passengers whose names appear on the list. The CBP must also implement an abbreviated method of clearing a passenger, via an expedited process for providing CBP with additional information so as not to leave the passenger and flight stranded for a prolonged period of time. The CBP does not intend to notify the pilot if a passenger is on the "No Fly" list or who the passenger is. A flight could be denied landing in the U.S. and the pilot would not be told why.
4. The whole cost structure estimated by CBP is under estimated. CBP estimated the additional costs of the proposed rule on aviation by assuming all pilots would have access to Internet at the point of departure. They do not factor in the need to divert to an airport with Internet access nor any costs the pilots may incur to access the Internet in a foreign country. The cost to resolve issues with passengers listed as "No-Fly" was estimated by CBP as only happening two times a year and each of those would only result in one hour to resolve. This is a very low estimate based on the reported false positives of people trying to fly on the airlines who are stopped by the TSA.
5. The flight notification required by CBP 60 minutes prior to departure requires the transponder code, however the trans-border transponder code may not be received until contact is made with ATC while airborne.



The preferred method of commenting on the proposed rule is via e-mail. You may submit comments, identified by docket number USCBP-2007-0064, by e-mail or the postal service:

1. Federal eRule Making Portal: <http://www.regulations.gov>. Follow the instructions for submitting comments via docket number.
2. Mail: Border Security Regulations Branch
Office of International Trade
US Customs and Border Protection
1300 Pennsylvania Ave, NW. (Mint Annex)
Washington, DC, 20229
3. A copy to senators Baucus and Tester is critical. Go to <http://montanapilots.org/mpareps.html> for their addresses.

Comments must be received on or before Nov. 19, 2007. This new rule would affect Montana pilots flying trans-border to visit family or friends, fishermen and hunters or pilots flying to their second homes. This could have a very broad reach and as the Baja Bush Pilots say, could all but destroy tourism by light airplane. A quick comment via e-mail is encouraged from all MPA members because like DHS said, numbers count.

reading and flying mix

Valley View Elementary School held the "Flight for Reading" program for the second time on June 1 at Polson Airport in Montana with the help from EAA Chapter 1122 members. It has been a fantastic event to share with the children, and has given them the ability to achieve their goal of flying through reading.

The program began last year at the tiny two-room school southwest of Polson. Several but not all of the students flew last year, but this year 100 percent of the students in grades four through six completed the necessary reading and was awarded a flight.

My husband, Lee, has flown our two children to school on many occasions and many children get excited seeing the plane at school. In addition, I have always tried to relate reading with flight and thought this idea up. I approached the Montana Pilots' Association as well as the school and everyone was very willing and pleased to help with this program. I couldn't have done any of this had there not been people who were backing it up and supporting it like they did. The Montana Pilots' Association was wonderful and they made each of the children feel like a true pilot when they flew them on the June 1.

In May, 10 pilots from the Mission Valley Hangar of the Montana Pilots' Association spent the day with the students in their classroom, sharing stories of their careers and flight. Lee Lytton in his C-140 tail dragger and Bob Snyder in his Kit Fox tail dragger flew out and landed in the fields by the school. Joe Walchuck also flew his helicopter to the school. The children were so excited and it really was neat seeing the planes flying overhead and watching them land right at the school.



Valley View Elementary students with their teacher, Joe Wing

The teacher, Joe Wing, has been such an inspiration to these children through this idea and has allowed them to think "above the clouds" through his teaching. I can't thank him enough for the time and effort he put forth in this program. He shared so much with the children through science regarding flight, as well as in history and math classes.

Joe has flown all his life with his dad, who is a pilot. Now Joe is in the preliminary stages of acquiring his own pilot's license. It made this all come together beautifully when you have a teacher that supports flying and reading.

The pilots who helped were Mauri Morin, Art Lindstrom, Bob Snyder, Trey Moran, Nels Jensen, Tim Moran, R.E. "Hawkeye" Hughes, Glenn Timm, Lee Lytton, Chuck Jarecki, Bud and Bobbi Radtke and Joe Walchuck.

The biggest factor for me was instilling in them the fact that, "Readers are Leaders." I believe each of these children is a leader through their reading and they all succeeded in so many ways. The look on these children's faces when they got in their plane and flew was overwhelming for me to see. I had tears in my eyes knowing that something good had come from this program.

We had an awards ceremony after the children received their flight. Each of the children received an embroidered hooded sweatshirt that I made that said, "Flight for Reading" with an airplane on it and then to top it off, Mr. Wing made each of the children certificates that went along with their Young Eagle's Certificates that stated they had completed their required flight program and they each received honorable discharges as well as "wing" pins that we pinned on their sweatshirts. The children presented to each of the pilots caps that had the "Flight for Reading" logo on it as a way of thanking them for their help and efforts.

The EAA Young Eagles Program made this happen for the children. In fact, I have been approached by the other Polson schools wanting to incorporate this same idea in their schools. So it is catching on and I will try to do what I can to help get this into other schools. But it starts with a good organization, the Young Eagles program; a great pilot's organization, the Montana Pilots' Association and teachers, Mr. Joe Wing. And we were fortunate to have all three of the above.

by Pam Lytton – "Read to Fly" Program Coordinator, Valley View teacher and parent

the world's first satellite messenger

Steve Fossett went missing on Sept. 3 and has not been located three weeks later. The searchers do not even know what direction Fossett flew after departing the Flying M Ranch in Nevada in a borrowed airplane.

J.C. Kantorowicz and Sparky Imeson went missing July 8 after departing Townsend for a training flight. A search was started for them but no one was sure in what direction they departed or where they were flying. Fortunately they were found by searchers in a helicopter the following day. Neither airplane's ELT functioned to help pinpoint the crash sites.



What if there was a small (4.38" X 2.75" X 1.5" and 7.37 ounces) and relatively inexpensive (less than \$150) device that could be placed on the glare shield and would provide updates that can be viewed on Google Maps of where the airplane is every 10 minutes. Such a device would allow searchers know what direction Fossett had departed and what his track was across Nevada. It would also have helped find Kantorowicz and Imeson the day they crashed.

That device, called SPOT, is for real and will become available on Nov. 1. SPOT is an emergency messenger and personal tracker that allows users to summon help from virtually anywhere on the planet. The SPOT messenger gives consumers a line of communication, independent of cellular phone coverage, with emergency services, friends and family. SPOT is designed to raise the safety factor and aviators should be the first to use the device because with SPOTcasting service an airplane's position is transmitted every 10 minutes. When flying the trip of a lifetime, friends and family can follow the progress online using Google Maps, giving them comfort in knowing exactly where you are at any given time.

SPOT uses convenient, easy-to-replace AA size lithium batteries for complete portability and when powered on, has a standby battery life of approximately 12 months. SPOT floats and its rugged waterproof construction is engineered to withstand a wide variety of extreme environmental shock and temperature conditions.

SPOT works around the world, including virtually all of the continental United States, Canada and Mexico. SPOT uses the GPS satellite system to determine a user's location and the SPOT network to transmit that location and the user's status. [Click here to view the Coverage Map](#), SPOT does not cover Alaska and portions of far northern Canada.

For more information on SPOT go to <http://www.findmespot.com/> or contact Fred Lark, Lark Unlimited, the authorized dealer in Montana. Fred can be reached at 406-707-5275 or e-mail lark@lewistown.net and every SPOT sold by Lark Unlimited to an MPA member will earn the MPA \$10.

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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