

MONTANA PILOTS' ASSOCIATION



Heading Bug

January/February 2008

president's message

Greetings Montana Aviators

Welcome to 2008.

The BLM has released their Proposed Resource Management Plan and Final Environmental Impact Statement for the Upper Missouri River Breaks National Monument. While I am glad to see the six airstrips included in the plan, I am disappointed in the treatment of seaplanes on the Missouri River. I encourage you to visit our Web site, which has more information on this matter.

On my way to the airport this morning I was able to watch an Osprey in flight. I am not talking about the Osprey the Fish and Game and I would count 20 years ago along the shores of Fort Peck Lake, but the Boeing Osprey. It was amazingly quiet on its approach and fly by. I watched as it transformed from an airplane to rotorcraft in the approach mode, back to airplane as it sped away. Those props look huge in the airplane configuration.

This week I have had the opportunity to make three night flights with the full moon. I find a full moon night flight over snow covered terrain one of the great moments of winter flight.

On my desk is a photo of the Valley Air Tour of 1947. CD Markle gave this photo (along with others) for the photo wall in the Glasgow Airport's pilot lounge. There were 18 airplanes participating in the air tour in 1947. One of the participants was Lyle Nelson of Rock Creek, McCone County. Lyle was 33 at the time of this photo. Lyle, like many Montana aviators of that time, used his airplane to fly mail and groceries to his neighbors and provide transport of the neighbors for medical reasons. Mr. Nelson had the only private airstrip with lights near the Charles M Russell Game Range. I have had the opportunity to use Lyle's airstrip for the past 30 years and have always enjoyed visiting with Lyle and Darlyne. On Dec. 17, 2007 Lyle Nelson went west.

Jan. 13, a flight of four aircraft from Glasgow paid tribute to Lyle, three landing with flowers and a card for Darlyne and one aircraft flying west. The four of us then flew on to Fort Peck to join 14 other airplanes that had flown in for a pancake breakfast served by Lanny and Jamie Hanson and Bob and Peggy Lipscomb. It is nice to know that in 60 years we are still able to gather a nice group of fellow aviators.

Hope to see you at the Montana Aviation Conference, Feb. 28, in Great Falls!

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

calendar of events

2008

Feb. 8-9—[Flight Instructor Refresher Clinic](#)—Helena (HLN) at the Wingate Inn (rooms are reserved) 4 p.m. to 10 p.m. Friday Feb. 8 and 7 a.m. to 6 p.m. on Feb. 9—For more information contact Jeanne MacPherson, [e-mail](#) or 406-444-2506—flyers were sent out the first week of January to all instructors

Feb. 28-March 1—Montana Aviation Conference—Great Falls (GTF), Heritage Inn—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

April 8 - 13—[Sun 'n Fun Fly-In](#)—Lakeland, Fla.

June 13-14—Missouri Breaks-Winifred (9S7) Fly-In—Friday, June 13 camp and cookout at Cow Creek airstrip—Saturday, June 14 flying the Breaks and returning to Winifred for hamburgers and hangar talk—Sunday, June 15 depart for home—fuel available—for more information Ralph Rogers 406-462-5487

June 27 - 29—[Rocky Mountain EAA Regional Fly-In](#)—Front Range Airport, Watkins, Colo.

July 9 - 13—[ArlingtonNorthwest EAA Fly-In](#)—Arlington Municipal Airport, Arlington, Wash.

July 28 - Aug. 3—[EAA AirVenture](#)—Oshkosh, Wisc.

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

Sept. 10-14—45th Annual [Reno National Championship Air Races and Air Show](#)—Reno Stead Field



hangar reports

Central Montana Hangar—General Aviation is alive and well in Central Mont.! On New Years Day between 2 and 4 p.m. seven Central Mont. pilots were airborne over Lewistown and the surrounding countryside just enjoying the beautiful day. Three Cessna Skywagons landed at Pete Smith's airstrip five miles NE of LWT just to get out and visit awhile.

Pilots and Machines: Don Newton—C-180; Jeff Patnode—C-185; Rebecca Smith—C-180; Tim Robertson—C-182; Dale Chamberlain—C-172; Tom Budde—Bonanza A36; and Ralph Rogers—L.S. Cub. Then on Sunday, Jan. 13, four flying machines left Lewistown and Winifred to fly the 160 miles to Fort Peck for a free breakfast at Lanny Hanson's. Thank you Lanny for such a wonderful treat. Most Saturday mornings find a group of pilots hanging out in the pilot lounge swapping stories, drinking coffee and once in a while breakfast is even served. Please come and join us. *Peter Smith*

Five Valleys Hangar—December brought the annual Christmas party held jointly with Chapter 517 EAA on Dec. 17; held on this date to commemorate the anniversary of the Wright brother's flight. A fine dinner of Stuffed pork loin or chicken was served to 37 people. After dinner a white elephant gift exchange took place with many gifts moving from table to table. The chocolate fudge and bottles of fine wine seemed to move the most. The holiday spirit was abundant around the room. January's meeting, again with EAA chapter 517, was a quick meeting with 32 members present. We elected new officers. Those elected were: president—Jim Younkin; vice-president—Wade Cebulski; and secretary/treasurer—Sherry Rossitor. After elections the meeting was quickly adjourned to let guest speaker Dolan McDonald, lead pilot for the forest service based in Missoula, give a slide show presentation on slurry bombing and techniques used in fighting forest fires from the air. Dolan leads the slurry bombers in with a King Air and shows them where to drop. It was a very interesting talk and slide show to say the least. Hopefully the upcoming spring and summer months will bring lots of fly-out barbeques and fun places to fly. That's what we at the Five Valleys Hangar are looking forward to. Safe and happy flying to all. *Jim Younkin*

Gallatin Valley Hangar—held its annual dinner Jan. 17 at the Riverside Country Club in Bozeman. Attendance was close to 50 and a good time was had by all. No one complained about the food - after all, it is a country club. After the dinner, hangar business was conducted and plans were made for activities this coming summer. It was agreed that the new pilots' shelter at Gallatin Field should be put to good use and volunteers agreed to organize a hangar barbecue/get-together each month. It was also decided that the title "Pilots' Shelter" sounded too much like a home for homeless pilots, so motions were made to rename it. "Party Palace" sounded pretty good but some of the more sober people in attendance thought it should have a more serious name, like "Center for Pilot Activities." That one was greeted with complete silence so the new name is still on the table. At any rate, we're looking forward to using it this summer and hope pilots from other hangars stop by and enjoy it. It's a pretty impressive structure.

After the heated debate over the new name of the place formerly known as the Pilots' Shelter, it was on to electing new officers. As usual, nobody wanted the job so once again this year's officers are: president—Jon Hudson; vice-president—Dennis Guentzel; and secretary/treasurer—Walt Weaver. All three were thrilled to be in the position of power once again. Following the official chapter business Dave Jarett and Dennis Mecklenburg gave a presentation on their trip to the Reno Air Races last summer, complete with slide show. It was a lot of fun and kind of an interactive time. Thanks much to Dave and Dennis for the presentation. We are looking forward to clearer skies in 2008 and more flying. We will also have a dedication event for the pilot shelter late this spring. If you are in the Bozeman area, be sure to check out the pilot shelter! *Walt Weaver and Jon Hudson*

Glacier Hangar—held its January meeting Monday, Jan. 21. It was voted to keep the same officers for one more year. There is not much flying going on by the Glacier Hangar with the wind and temperatures at their normal winter conditions. With our runways usable again we are seeing some traffic this winter. There will be some of us at the conference, so will see you all there. *David Ries*

Great Falls Hangar—held an organizational meeting and election of officers at Fuddruckers on Dec. 12. The Great Falls Hanger, like many hangers, struggles to maintain active attendance at meetings. This meeting was no exception with only 10 members attending the meeting. Discussion was held about ways to improve attendance at our meetings. After that, the following were elected as officers for the upcoming year: president—Lou Ronnau; vice-president—Loren Smith; treasurer—Mike Rearden; secretary—Jane Mart. The primary subject, and one which a fair amount of time was spent, was the Great Falls Airport Authority and its refusal to seat a duly appointed board member. For those not familiar with the issue, the Cascade County Commissioners (three of them) appointed a local pilot by the name of Dan Johannes to serve a three-year term on the Great Falls Airport Authority. Incredibly, at the time of Mr. Johannes was to have begun serving his term, the then current Airport Authority Chairman, Deb Kottel, refused to allow Dan to be seated, stating that he was "not qualified." All of this took place two years ago, and is still unresolved. The discussion the Great Falls Hanger had on Dec. 12 was centered around the possibility of joining Cascade County's lawsuit against the Airport Authority, relative to the ability of our duly elected officials (in this case, the County Commissioners) to appoint whomever they desire to the Airport Authority. After considerable discussion among all attending, it was agreed that the best way to pursue what the majority viewed as an egregious attack on the democratic process was through political channels instead of legal channels. The meeting ended with the decision that an attempt would be made to meet again in late January or early February with the goal of arranging for some local folks to speak on interesting subjects. The former owner of Front Range Aviation, Lou Broucier, has extensive experience in celestial navigation since he regularly flew with the Air Force—many years ago of course. It was agreed that an effort would be made to schedule the next meeting and give Lou the opportunity to share his experiences and educate us a little on some of the details of celestial navigation. The Great Falls Hanger is going to donate a SPOT (obtained from Fred Lark, Lewistown) to the silent auction at the upcoming Montana Aviation Conference.

One last note: Most of those that attended this meeting found it somewhat ironic, and a little sarcastically humorous, that the upcoming Montana Aviation Conference is being held in a town that is almost universally known as "the most unfriendly general aviation airport in the state," namely Great Falls. However, we are very eager to welcome all of our fellow MPA members and are glad that it is being held here in Great Falls. Should any MPA member have a need for assistance or services, please do not hesitate to contact any of the members or officers of the MPA here in Great Falls. We are looking forward to seeing all of you in early March. *Charlotte Vanderziel*

Mission Valley Hangar—meets the fourth Tuesday of the month and alternates between the Polson FBO and Mauri Morin's hangar in Ronan. The December meeting was held at Razoo's in the Polson Country Club and was the hangar's Christmas party. It was well attended with good food, drinks and stories. The January meeting was held at the Polson FBO and after a quick business meeting Rick Newman, the owner of Experimental Warbirds in St. Ignatius, presented the program. Rick gave a travelogue complete with slide show of his journey to Antarctica to recover a Russian owned Basler Turbine DC-3 badly damaged during a storm in the Patriot Hills section of the continent. This airplane was flown a few years ago by Leading Edge Aviation of Missoula on BLM smokejumper contracts. He also showed pictures of the Kenn Borek Air of Canada turbine DC-3 wreckage after it caught a ski on take-off. Rick gave a very good presentation that generated a lot of questions and discussion. The meeting was very well attended.

Art Lindstrom

Snider selected as MPA Pilot of the Year (1961)

Rodney D. Snider of Johnson Flying Service at Missoula, was named 'Pilot of the Year' at the Montana Pilots Association convention at Cut Bank May 19, 1962. The following is an account of the incident that earned Snider the award.
Dick Munroe
Montana Aeronautics Commission

Higgins Ridge was Hell

There was no thermometer among the smokejumpers trapped by the raging Nez Perce National Forest fire, but their metal hats and canteens were so hot they couldn't touch them without blistering their fingers.

Logs felled to make the helispot where they had taken refuge were in flames.

The ground was hidden in white hot ashes, and they had to keep hopping around to prevent the heat from penetrating their boots and blistering their feet.

One man's levis caught fire, and other smokejumpers slapped out the flames.

Another suffered arm burns. He hadn't had time to put on a protective shirt before taking off from the Aerial Fire Depot.

Hot air whipped over the ridge, and the fire's angry tongues lapped and flared on all sides. Superheated currents devoured the oxygen, and the smokejumpers were forced from one side of the ridge to the other in quest of breathable air.

It was Aug. 4, 1961 and one of the worst fire seasons in the history of Idaho and Montana.

Atop Higgins Ridge in Idaho (seven miles northeast of Moose Creek airstrip) that afternoon were 20 smokejumpers--hardy men who parachute where needed to fight forest fires.

Earlier in the day an eight-man crew from Grangeville, Idaho had jumped in the area. Later 12 men from the Aerial Fire Depot at Missoula had parachuted to join them in the battle.

The smaller group were flown to a jump spot in a Ford Trimotor plane, and the other men had parachuted from a DC-2 at noon.

Both planes were from the big fleet of fixed-wing aircraft and helicopters operated by Johnson Flying Service of Missoula, one of the most experienced organizations of mountain fliers in the world.

The smokejumpers had carried two portable power saws with other gear and were cutting down trees and digging a ditch to cut off the roaring blaze.

Borate, a chemical that retards fire, had been dropped from Johnson Flying Service planes.

Everything might have been all right if it hadn't been for a front that moved in swiftly. The forest of Douglas fir was dry.

The fast-moving front created awesome conditions. The blaze was turned into what forest fire-fighting veterans call a "crown Fire." Flames were whipped with fury along the tops of the giant trees, moving faster than a man can run.

The smokejumpers were in trouble!

Led by Fred Wolfrum, foreman of the 12-man group and ranking jumper, they made their way to the only spot in the area where there was a chance for survival.

That was the helispot that had been hacked out of the forest atop Higgins Ridge some time before for Johnson Flying Service helicopters to land during the fire-fighting season.

"Normally, we would have hiked out of the danger area," Wolfrum said, "but by 4:30 I knew we were trapped."

Wolfrum is a pro at fighting forest fires and works fulltime with the Forest Service at the Missoula Aerial Fire Depot. Most of the 19 men with him were college students who work only during the summer months when forest fires are at their worst.

Even though they are only seasonal on the job, the college men are highly-qualified by reason of rigid personnel-selection process and a rigorous training program.

But on Higgins Ridge they faced a peril few men ever see. Wolfrum said his greatest fear was panic.

"If anybody had tried to run out of that spot it would have been too bad," he said. "In all likelihood they would have stumbled and fallen, and one mouthful of that hot ash would have finished them."

The smokejumpers had no communication link with their headquarters. More than once anxious eyes were cast upward in hope an aircraft would see them.

When the situation was about as bad as it could be somebody thought they heard a helicopter, but nobody could see anything flying.

At mid-afternoon Rodney Snider and Forest Ranger William R. Magnuson began looking for the smokejumpers. Snider piloted a Bell 47G-3 turbosupercharged helicopter, and the ranger was a passenger.

They were worried. Nobody had reported seeing the smokejumpers after they had bailed out, but the word was out that the Nez Perce fire was spreading.

Snider and Magnuson flew over the mountains until they were almost out of fuel. They landed at an airstrip at Moose Creek Ranger Station, gassed up and took off again.

Smoke hung on the mountains, blackened by the fire over huge areas and alive with racing flames in others. Visibility was limited, and the wind, up to 60 miles per hour, made flying hazardous.

About 5:30 p.m. Magnuson spotted the smokejumpers. Snider decided to attempt their rescue.

The pilot is a veteran in the air. At the time he has been with Johnson Flying Service more than three years, flying airplanes and helicopters. He had more than 1,000 hours in fixed-wing ships and about 2,000 hours in helicopters. He flew Air Force helicopters on the DEW line on Baffin Island west of Greenland in temperatures as cold as 40 degrees below zero.

For Johnson, he had done agricultural spraying, seeding, rescuing sick, hurt and lost hunters and had hauled lumber, steel, cement and water by helicopter.

But for all that background the Higgins Ridge operation was what pilots call "hairy." It was tough, dangerous and called for courage and skill of the highest order.

Elevation of the ridge is about 7,000 feet above sea level, but the hot, thin air made for a density altitude of 12,500 feet, Snider calculated from his instruments.

He was forced to make a downwind landing on the hot, ash-covered helispot. The helicopter's downwash stirred up clouds of ashes. Smoke and flames were all around.

The pilot loaded two of the smokejumpers into the three-place cabin with him and took off, flying them out of danger and to a camp out of the fire area. Then he returned to the sizzling helispot.

On the second evacuation trip he carried four smokejum-

pers out. Two sat in the cabin with him, and two more rode belly down on the helicopter's skid gears.

Back and forth from the helispot to the camp, the 47G-3 flew until everybody was safe. The evacuation was completed as darkness fell, about 8 p.m.

None of the smokejumpers suffered serious injury, but 12 were treated at a hospital for smoke burns of their eyes.

The smokejumpers didn't know at time of their rescue, but Snider hunted for them and made the decision to attempt the risky landings and repeated operations into the burning helispot entirely on his own.



Rod Snider and the Higgins Ridge Bell 47G-3 helicopter

He was not dispatched by anyone. He knew they were in the area and was concerned. No one could have appreciated fully the gravity of their situation until they were spotted because there was no communication with them.

Snider couldn't have been blamed had he chosen to fly

back to his base, without landing on burning Higgins Ridge, and to notify the Forest Service of the smokejumpers' plight.

At the time of his heroic mission Snider's wife, Gretchen, was in advanced stage of pregnancy. A daughter, Lori, was born less than two months after the fire. They have a boy, Kenneth, 2.

Snider, 31, Denver native and Colorado State University graduate, 5 feet 6 inches, 145 pounds, is a soft-spoken, self effacing individual.

Interviewed after his noteworthy rescue operation he directed, "I don't think any other 'copter could have done it. Afterward, we checked the ship and nothing was wrong. We just changed the oil."

For his actions, Rod Snider was also awarded the North American Forest Service Medal, presented for outstanding heroism, the Stanley-Hiller Pilot of the Year award at the annual meeting of the Helicopter Association of America and the Carnegie Medal for Bravery. Rod left Johnson Flying Service to fly for Boise Cascade and is now retired, living in Boise.

Montana Aviation Conference 2008

Feb. 28 – March 1, Heritage Inn, Great Falls

Mail Registration Form & Payment to:
MDT Aeronautics Division - Attn: Patty Kautz
PO Box 200507 - Helena, MT 59620-0507
Phone (406) 444-2506 – Fax (406) 444-2519
Email: pkautz@mt.gov

Names of Participant(s) (for badges): _____

Aviation Organization Affiliation: _____

Address: _____

City: _____ State/Zip _____

Phone _____ E-mail address _____

GENERAL REGISTRATION: AFTER FEB. 1, 2008

| | | |
|--|---|----------------------|
| Takeoff to Landing Package (includes registration & all meals) | _____ @ \$130/PERSON _____ @ \$250/PERSON/SPOUSE | \$ _____ \$ _____ |
| -OR- Registration Fee (includes registration & free meals – see note below) | _____ @ \$75/PERSON _____ @ \$140/FAMILY | \$ _____ \$ _____ |
| Thursday Luncheon | _____ @ \$15/EACH | \$ _____ |
| Friday Luncheon | _____ @ \$15/EACH | \$ _____ |
| **Friday Dinner/Entertainment | _____ @ FREE | \$ _____ |
| **Saturday Luncheon | _____ @ FREE | \$ _____ |
| Saturday Banquet | _____ @ \$30 | \$ _____ |
| | TOTAL PAYMENT: | \$ _____ |

**PLEASE INDICATE IF YOU WILL ATTEND THE FREE FRIDAY DINNER/ENTERTAINMENT AND FREE SATURDAY LUNCHEON WITH NUMBER OF TICKETS REQUIRED. PERSON/SPOUSE AND FAMILY RATE INCLUDES 2 DINNER/DANCE AND 2 SATURDAY LUNCH TICKETS—ADDITIONAL TICKETS MAY BE PURCHASED—\$30 DINNER/DANCE AND \$15 SATURDAY LUNCHEON. TO ASSURE ADEQUATE MEAL COUNT IF NO INDICATION IS MADE AS TO NUMBER OF TICKETS REQUIRED NO TICKETS WILL BE RESERVED.

Refund Policy: Full refunds for cancellations will be given until Feb. 1, 2008. From Feb. 1 through Feb. 22 the registration fee less \$50 will be refunded. **After Feb. 22**, no refunds will be given. If you cannot attend, you may transfer your registration to another person in the same registration category.

Rooms are blocked at the Best Western Heritage Inn 1700 Fox Farm Road, Great Falls, MT 59404. Please call (800) 548-8256 or (406) 761-1900 to make reservations - \$79 + tax. Rooms within walking distance are also blocked at the Motel 6—2 Treasure State Drive, Great Falls, MT 59404—(800) 362-4842 - \$60 + tax. Please reference Montana Aviation Conference when making reservations. Reserve your room today, rooms are blocked until Feb. 6.

The Montana Department of Transportation, Aeronautics Division will be offering an I.A. renewal seminar in association with the Montana Aviation Conference, Feb. 28-March 1.

Aviation industry representatives and the Federal Aviation Administration will offer many interesting and educational programs.

Mechanics attending this year's seminar MUST register for the Aviation Conference. The registration fee is \$75 after Feb. 1 which allows you to attend any of the concurrent sessions, morning and afternoon coffee breaks with snacks, Friday night dinner/entertainment and the Saturday luncheon. If you only plan to attend the eight hours of training on Saturday, a \$20 registration fee is all that is required. All mechanics will be required to register for the conference prior to attending any mechanics refresher sessions. Mechanics registration, for the conference, will be held at the conference registration table all day Thursday, Friday and Saturday. **Register early by completing and returning the registration form on this page and make your room reservation.**

Tentative speakers for the IA renewal: Engine Components Inc.-Tim Morland; Teledyne Continental Motors – Loren Lemen; Colorado Classic Aircraft- Carol Leyner; RAPCO – Mike Lotzer; Precision Airmotive – Peter Nielson; Good-year Aviation Tires – Dick Delagrangé – Rocky Mountain Aircraft – Mitch Steinberg; American Bonanza Society – Neil Pobanz; Tempest – Vince Bechtel; Aerospace Welding – Steve Hunter; Helena FSDO Staff

MPA silent auction at the Montana Aviation Conference

Wade Cebulski, MPA Silent Auction Chairman, announced Jan. 5 that the MPA will be conducting a silent auction at the Montana Aviation Conference in Great Falls to replenish the Recreational Airstrip Fund. The fund is used to support projects statewide for pilot lounge improvements, picnic tables, barbeque pits and many other airport improvements related to camping and recreation facilities.

Last year the MPA solicited, via the hangars and members, gift certificates and prizes to be given away in the Membership Sweepstakes. This year the Membership Sweepstakes will have a single grand prize and the gift certificates and prizes will be auctioned off in a silent auction to generate income and keep the Recreational Airstrip Fund supporting Montana projects.

If you have gift certificates or prizes suitable for the silent auction please contact Wade Cebulski at 406-677-3219 or slk3219@blackfoot.net. Wade and the MPA are open to any comments or suggestions to help fund this worthy cause.

Upper Missouri River Breaks National Monument Proposed RMP/Final EIS issued

The BLM has issued a Proposed Resource Management Plan (RMP) and Final Environmental Impact Statement (EIS) for the Upper Missouri River Breaks National Monument. It is scored as both a win and a loss for General Aviation. The win is six airstrips would remain open. In a change from the draft RMP, the Ervin Ridge airstrip would be closed and the Woodhawk airstrip would remain open seasonally from Dec. 1 through Aug. 31. The five other airstrips are Black Butte, North Bullwhacker, Cow Creek, Knox Ridge and Left Coulee.

The loss to GA is the banning of floatplanes/seaplanes from the entire length of the river except for the first three miles where they will be mixed in with personal watercraft, a very unsafe decision. The BLM has chosen to ignore the seaplane pilots safety requests and discriminate with regard to motorized watercraft and seaplanes. Motorized watercraft travel would be allowed downstream at no-wake speed from Holmes Council Island to Fred Robinson Bridge Thursdays, Fridays and Saturdays from June 15 to Sept. 15. It would also be allowed in the wild segment from Pilot Rock to Deadman Rapids between June 15 and Sept. 15, but only at a no-wake speed.

There will be a 30-day comment period after the Proposed RMP/Final EIS is published. More information and the comment period dates will be carried on the MPA Web site <http://montanapilots.org>.

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.

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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January/February 2008

The Bi-monthly Newsletter
of the
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