

MONTANA PILOTS' ASSOCIATION



# Heading Bug

March/April 2008

president's message

Greetings Montana Aviators

Thank you for allowing me to serve again as your president of this fine association.

I have to apologize for making the *Heading Bug* late this issue. Between waiting for a response from our Congressional people and my flying, I have caused a delay for Art.

Last December, Larry Ashcraft and I submitted a letter to our congressional people concerning the Bureau of Reclamation's (BoR) arbitrary act of closing their reservoirs to seaplanes. I have been in contact with the staffers for Baucus, Tester and Rehberg. I would like to thank Pat Bousilman (Baucus office), Amanda Arnold (Tester's office) and Seth Broesder (Rehberg's office) for putting the pressure on the BoR. If you receive the weekly e-letter from the AOPA, you already know the BoR is rescinding this act and re-establishing the use of seaplanes on their reservoirs.

I will continue to stay in contact with our congressional people about the proposed border crossing requirements and the FAA funding issue. I encourage all of you to do the same.

I have been visiting with Merrill S. (Shane) Klakken. Shane works for the U.S. Customs and Border Protection (CBP) in the Great Falls Air Branch. Shane is willing to give a presentation at your local hangar/pilot meetings. By the time you read this, all of the northern tier hangars, I expect, will have had or scheduled a program with Shane. But I would encourage all the pilot groups in Montana to contact Shane at 406-791-6105 or [e-mail](#).

As a side note, I read that truckers are slowing down to save fuel. Do you know how much fuel your aircraft burns at 55 percent power vs. 65 percent power?

Hope you have tail winds!

Russell Dahl  
MPA President  
406-263-7821  
[ace1dahl@yahoo.com](mailto:ace1dahl@yahoo.com)

# 2008 calendar of events

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

**April 18-20**—Federation of Galaxy Explorers Aerospace Education Workshop—Billings, 9 a.m. to 5 p.m.—for teachers and youth program leaders—participation is limited to 20 participants and there is no charge to participate—for more information call or [e-mail](#) Steve Heffel, 652-7268

**May 17**—MPA Board Meeting—Power's residence - Power's Airstrip, Laurel

**May 17-18**—[Malmstrom Air Force Base Open House](#)—headlined by the Canadian Forces Snowbird Aerial Demonstration Team and will showcase the A-10 Thunderbolt II, various helicopters including the UH-1N Huey and much more

**May 24-25**—Spotted Bear Work Session—Spotted Bear Airstrip (8U4)—for more information call Perry Brown at 892-3996

**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 462-5487

**June 14**—Lewistown Airport Fly-In breakfast—Lewistown (LWT)—7 a.m. - 12 noon—for more information call Jerry Moline at 350-3264

**June 14**—Poker Run—Great Falls to Lewistown

**June 14-15**—Father's Day Fly-In—Fort Peck (37S)—on Saturday MAAA Air Tour ends at 37S, canoe trips on Missouri, boat rides on Fort Peck Lake, Flatland Cruisers Car Club show, Pitch Fork Fondue steak fry, "Seussical" at the Fort Peck Summer Theatre and lodging in Fort Peck, Glasgow or camping under your wing, transportation available—on Sunday the Valley Hangar breakfast, canoe trips on the Missouri, boat rides on Fort Peck Lake and Flatland Cruisers Car Club show—fuel provided by Prairie Aviation at Fort Peck but be sure and bring tie-downs

**June 14-15**—Father's Day Fly-in—Twin Bridges (7S1)—potluck pig roast Saturday night—Pancake breakfast Sunday morning with pilot games that afternoon—for more information call or [e-mail](#) Kendra Horn 684-5335

**June 21**—Plains Airport Fly-In breakfast—8 a.m.–12 p.m.—for more information call or [e-mail](#) Randy Garrison at 826-3605

**June 21**—Big Boys Toy Show Fly-In—Big Sandy (3U8)—breakfast served from 7-11 a.m. and flour bombing and spot landing contests—for more information [e-mail](#) Darren Huestis

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

**June 28**—Seeley Lake Flying Club Fly-In and BBQ—Seeley Lake airport (23S)—camping at new Pilot Camping Area

**June 28**—Hardin Fly-In Breakfast—7–10 a.m.—held in conjunction with [Little Big Horn Days](#)—transportation will be provided for those wanting to attend the [Custer's Last Stand](#) reenactment—will recognize the best antique/classic, experimental and contemporary airplane—for more information call Bob Crane at 665-1006

**June 28-29**—Meadow Creek Work Session—Meadow Creek Airstrip (0S1)—for more information call Perry Brown at 892-3996

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

**July 12**—Del Bonita work session—Del Bonita airstrip (H28)—for more information call or [e-mail](#) Jim Greil 444-2506

**July 18-20**—Schafer Meadows Work Session—Schafer Meadows Airstrip (8U2)—for more information call 444-2506

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

**Aug. 10**—MPA Board Meeting—Three Forks (9S5)

**Aug. 16**—Polson Fly-In—Polson (8S1) pancake breakfast, lunch and Soroptimist's Wine Festival—for more information [e-mail](#) Mission Valley Hangar

**Aug. 17-18**—Montana Fun Weekend—Cut Bank (CTB) [cutbankairport.org](#)

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



**Five Valleys Hangar**—reported officers, Wade Cebulski, vice-president and Sherry Rossiter, sec/treas. Dolan McDonald, Forest Service lead plane pilot on forest fires gave a presentation to the members at the last meeting. We continue to hold some meetings with EAA Chapter 517. The hangar plans to have fly-outs and burger burning festivities during the summer. *Jim Younkin*

**Gallatin Valley Hangar**—was successful in 2007, even though we didn't get to fly as much as we wanted. In April we hosted Jeanne MacPherson from Montana Aeronautics and her seminar on survival equipment. On June 1, Sparky Imeson of Mountain Flying presented a seminar to the group, and on June 2 nine hangar members flew into the Bridger Mountains with him for more training.

After completion of our new pilot shelter at Gallatin Field in July, and its christening party at the "Blue Angels in the Big Sky" airshow, our activities were significantly curtailed by smoke from the numerous forest fires. We did enjoy a great flight to Driggs, Idaho in late September (17 people, 10 airplanes), and in October Jeanne MacPherson provided many of us with Search and Rescue training.

Our annual business meeting was held at the Riverside Country Club on Jan. 17, with 45 members and spouses/significant others in attendance. New officers for 2008 are the old officers.

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! *Jon Hudson*

**Glacier Hangar**—did very little the past year for flying events. With the fire season being strong and our runway reconstruction causing us to have both runways closed for a good part of the summer normal traffic was slow. With that, we still had a good turnout for our Montana Fun Weekend due to the car club part of the event. The bowling ball event left the car untouched again so we are putting a \$250 cash award for a direct hit and \$150 for a bounce hit this year. We had our annual meeting and Christmas dinner. The members present voted to keep the same officers as last year due to mostly no one has time to take the position. Steve Jones from the FAA presented a safety class with a good turnout by the local pilots. Remember the third weekend in August is Montana Fun Weekend in Cut Bank. Check the Web site [www.cutbankairport.org](http://www.cutbankairport.org) for updates and other information *David Ries*

**Great Falls Hangar**—met March 19 at the Great Falls Airport with approximately 15 people in attendance. J.C. Kantorowicz was recently appointed to the Great Falls Airport Authority board, which we all consider to be good. J.C. is the only person with aviation experience currently serving on the board, and it is probably worth noting that the current chairman and vice chairman have already approached the County Commissioners who appointed J.C. and asked to have him removed. Changes that the Great Falls Aviation community wishes to bring to the Great Falls Airport are not yet completed, but at least we feel we have made some headway.

Dan Prill had an excellent presentation on the upcoming work to be done to put the Russian Flats airstrip into service in the Little Belt Mountains. Dan indicated this airstrip would not be available for aircraft use until 2009. Several members of the hangar plan to assist in the work with the Russian Flats airstrip.

A poker run is planned for June 14, going to Stanford, Lewistown, Big Sandy, Fort Benton and returning to Great Falls. Anyone wishing to participate in this poker run is more than welcome to join. *Loren Smith*

**Mission Valley Hangar**—meets the fourth Tuesday of the month and alternates between the Polson FBO and Mauri Morin's hangar in Ronan. The February meeting kicked off discussion on the 10th Annual Polson Fly-In August 16. The March Meeting was canceled and the April meeting is the first social meeting of the year. *Art Lindstrom*

**North Central Hangar**—held our Big Boys Toy Show and Fly-In June 30, and we fed about 320 people. It was a great success. We had model airplanes, stationary engines, old cars, motorcycles and of course a bunch of airplanes.

Our Christmas party, which is our membership drive, was held in January with a good turnout. When a member joins our hangar, the club buys the spouse, friend, or? his or her meal. We honored two new pilots who soloed in '07. Our memorial fund is awarded as follows: \$75 for written, \$50 for solo, \$100 for private license for a total of \$225. To date we have paid new pilots \$3450. Our hangar is working with the Boys and Girls Club to encourage new pilots. We donated \$200 to the club along with training materials from AOPA. After completing the course the students will come to the airport for rides and to learn more about airplanes and how they operate.

Our meetings are on the second Monday of each month at 7:30 p.m. at the airport terminal. We have had films on various aspects of flying. Tim Brurud from the Boys and Girls Club presented a program on the activities at the club.

*Bob Breum*

**South Central Hangar**—reported new officers: Scott Newpower, vice president and Brian Chesmo, sec/treas

*Bobbi Powers*

## MPA Scholarships and Awards

The following scholarships and awards were announced at the Montana Aviation Conference:

- ◆ Hangar of the Year—Vigilante Hangar
  - ◆ Bent Prop Award—J. C. Kantorowicz
  - ◆ Spark Plug Award – Brent & Rosie Vetter
  - ◆ Bill Matthews Award – Justin Sands
  - ◆ Junior Pilot Scholarship – Blake Lerner, Bozeman
  - ◆ Flight Training Scholarship – Jake Hemphill, Billings
- Congratulations to all the recipients for their achievements.

**MPA Junior Pilot Scholarship 50/50 Ticket** winner was Tony Bean, West Yellowstone Airport Manager. Tony donated his share back to the scholarship fund saying "without pilots, I wouldn't have a job." Thank you, Tony!



Russ Dahl, left, presents MPA Spark Plug award to Brent Vetter

**MPA Membership Sweepstakes Personal Locater Beacon (PLB)** winner was Darrin Pluhar of Miles City

## MPA Elections at Annual Membership Meeting

The following state officers and directors were elected for 2008 at the Annual Membership Meeting in Great Falls

- ◆ Russ Dahl, President
- ◆ Geanette Cebulski, Treasurer
- ◆ Bobbi Powers, Eastern Vice-President
- ◆ Wade Cebulski, Western Vice-President
- ◆ Chuck Jarecki, Western Director

## Silent Auction Generates \$3831 for the MPA Recreational Airstrip Fund

Thank you to the following donors and purchasers for helping make the Silent Auction a success! Proceeds will be used to help fund improvements on Montana's recreational airstrips and airports. Past funds have been awarded for camping facilities and pilot shelters. Please contact us for an application if you are interested in applying for funds to help your local airport with improvements. Once again, thank you to everyone for their help!

Wade Cebulski, Silent Auction Chairman

Central Montana Hangar	(RAF)
Dr. Chamberlain	South Central Hangar
Fred Lark	Aerotrionics
Rebecca Smith	Cross Petroleum
EAA Chapter #517	Edwards Jet Center
Five Valleys Hangar	Northern Skies
Robert Thorne	Stockton Oil
Little Bird Café	Valley Hangar
Seeley Lake Recreation Rentals	D&G Sports
Kurt's Polaris	Dahl Aviation
Aerotrionics	Prairie Aviation
Northstar Air Express	Vigilante Hangar
Flathead Hangar	Harold Dramstad
Jack Archibald	Vetter Aviation
Loraine Yde	Robert Buckles
Gallatin Valley Hangar	Ron Kullick
Bill Gallea	Don Profota
Jeanne MacPherson	Bob Breum
Glacier Hangar	Fred Hasskamp
Great Falls Hangar	Wade & Geanette Cebulski
John Sheffels	Bill Burkland
Jim & Marilyn Lewis	Bob Hollister
Mission Valley Hangar	Penny Jarecki
Chuck Jarecki	Doug Parrot
North Central Hangar	Larry Ashcraft
Dan and Margie Prill	J.C. Kantorowicz
Recreational Aviation Foundation	Dennis Guentzel

Hank Galpin  
Mike Rearden  
Darren Huestis  
Karen Frank-Plumlee  
John and Tricia McKenna  
Dwight Thompson  
Jeannie McLaren  
Page Gough  
David Hedditch  
Bobbi Powers  
Russ Dahl  
Sam Flowers



Survival vest donated by Vigilante Hangar was one of the many items donated for the Silent Auction.

## "Forty Minutes to Pearl"

Thanks to Jim Slade, a former Westinghouse Broadcasting Co. employee, who has a love for aviation. He has a Web site [jimsladesairlines.com](http://jimsladesairlines.com) with several of his favorite stories. *Forty Minutes to Pearl* was first published by Jim in the early 1970s.

"I had gone down below and was having breakfast. Everything was all secured. I had a capable crew on the flight deck. The radio operator had tuned to a local Honolulu station, KGMB, and was sitting there listening to Sunday morning music. All of a sudden, that music stopped and over the radio was announced that Pearl Harbor was being attacked by unidentified aircraft."

Captain Harry Lanier Turner had a crew of nine and thirty-seven passengers aboard Pan American's Anzac Clipper that



Captain H. Lanier Turner

morning. He was near the end of the first leg of a 14-day round trip from San Francisco to Singapore, just 40 minutes from arrival at Honolulu. It was Dec. 7, 1941.

The Anzac Clipper was a Boeing 314, one of the family popularly called the "China Clippers," and Turner was one of the first skippers to fly the trans-Pacific runs, starting with the airline at Miami in 1929. Pan Am was a seaplane operation from the start, so that's what Turner flew in the early days, but the million dollar, 42 ton Clippers were the biggest of the flying boats. Command was a tremendous responsibility at any time, but this one day would top them all.

The story actually begins a couple of hours before scheduled takeoff on Dec. 6. "On this particular occasion," Turner recalls, "I had wanted to drop in and hear at least the first few notes of my daughter's piano recital, so I telephoned dispatch at Treasure Island and got permission." Then, on the way from Oakland, where the Turners lived at the time, traffic snarls added another 10 minutes to the delay. That, followed by an exceptionally long pre-departure briefing on what Turner called the "political atmosphere in the Pacific," made for a late departure of 5:40 PM. But Captains were Kings then, even more so than today and nobody thought much about it. As it turned out, the Clipper was 40 minutes late but way ahead of the game.

It was an uneventful night. Captain Turner recalled that optimum cruise for the Boeing Clippers was around 92 knots. Flying to Honolulu at those speeds usually took between 14 and a half and 16 hours. Fuel was critical on the over-water passages, so nobody tried to make up lost time. Turner said that one trip in the original Clipper, built by Martin, he did it in 25 hours and 42 minutes against terrific headwinds which developed after the point of no return. But on this trip it was a textbook operation until just before 8 a.m., Honolulu time.

Things were normal with two pilots, an engineer and a radio operator on duty when Turner went down to the salon for breakfast, having spent time at his desk in the rear of the flight deck. When he descended the spiral staircase, they were close enough to Honolulu that First Radio Officer, W. H. Bell, was tuned to a Honolulu radio station. Most of the passengers, including the Shah of Iran and U Saw, the Premier of Burma, were out of their sleeping berths and looking for breakfast. Turner had just poured his coffee and was sitting down with his distinguished guests when Bell clattered down the stair, clearly in a panic.

"His eyes were about the size of saucers," Turner recalled. "He informed me of the fact" of the bombing at Pearl Harbor. "I went back up, he got to the (ear) phones again; I put on a pair of 'phones and at that time it was announced definitely the aircraft attacking were Japanese." At that moment, the Anzac Clipper was just 40 minutes from touchdown in Pearl Harbor.

Looking back, Turner said, "The fact that I had delayed this departure by 40 minutes was exactly the time that I normally would have been into or over Pearl Harbor, and it goes without saying that we would have been the first (incoming) to be shot down. It was a big craft and they were shooting at anything they could see, and very effectively, too."

Turner went to his desk and opened a sealed manila envelope that he and all Pan Am Captains had been carrying among their papers for some months because of the worsening situation in the Pacific. In it were instructions for getting the passengers to safety and camouflaging the Clipper for a return to some safe harbor. Hilo, the big island with its protected harbor, was about two hours south, and that's where Turner headed.



Photo courtesy the Boeing Co.

After setting course, the Captain went below to tell the passengers what had happened, leaving his crew to dodge the big, shiny, highly visible airplane among the clouds for cover.

When they arrived, Hilo appeared tranquil, its green forests and white beaches apparently innocent of the turmoil at Pearl. Just the same, Turner dragged the water once for obstructions and then, "We landed cautiously, I might say, because the word of the attack had gotten out there and there had never been one of our aircraft or any flying boat in that harbor to my knowledge." He said he was concerned about gunfire from two sources: from the Japanese and from Hilo's residents who might take potshots at any and all unfamiliar flying machines.

"Anyway, we eased onto the water and pulled up and tied to a buoy available there. A launch came over with the military, FBI and several other agencies aboard who might be interested in a strange airplane." The launch took Turner and all his passengers ashore.

He went to a hotel, looking for a telephone. Miraculously, Turner managed to get a call through to Pan American's operations at Pearl Harbor. He knew that Pan Am's local manager would be at the base to supervise the Clipper's arrival. "I was talking to him and he was describing to me the blowup of some of our naval vessels just as if I were looking right at it. That was cut off, however, when they either recognized that information was going out or that the line was needed."



Boeing 314 Salon and meal service. Photo courtesy the Boeing Co.

Turner returned to his airplane to get it ready for the run to safety. It would take awhile to refuel it, and in the meantime, it had to be disguised. "We pushed it up into the bushes along the shoreline. In the old days of barnstorming, we used to mix buttermilk and lampblack together. With that concoction, you could paint a sign on your airplane so you could fly advertising messages. When you got through with it, you just washed it off." Turner and his crewmen got five gallons of buttermilk and the necessary lampblack and "attempted to camouflage this big old tub. Whether it was necessary or not, we don't know, but we assumed that it may have helped in case there was a strike." He recalled that aircraft were heard above a low overcast during the night, but the military said there were no American planes in the air. Two or three shells were lobbed toward the Hilo seawall, but there was no damage.

The next morning, the Anzac Clipper was alone. None of the passengers elected to return to the American mainland. Turner reflected that it wasn't surprising that U Saw continued toward Burma since he had been accused of collaborating with the Japanese.

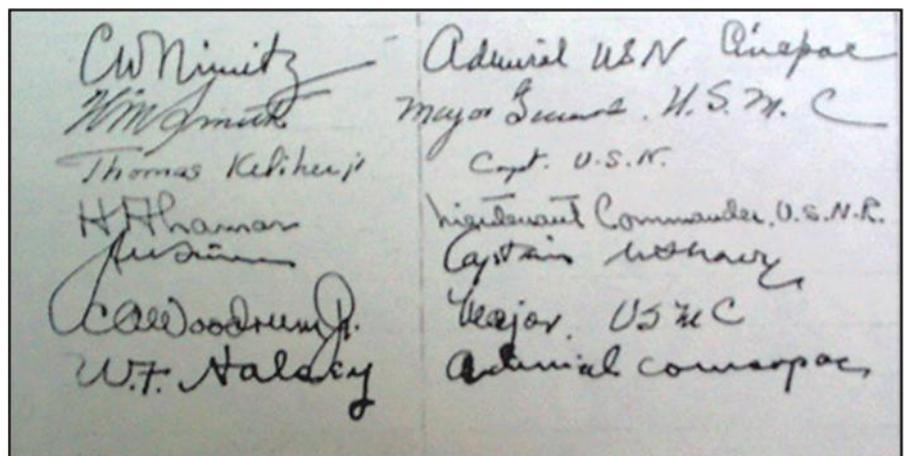
After refueling and then stowing three spare barrels of gasoline on the Clipper to keep it out of Japanese hands, Turner took off to retrace the more than 2,400 miles to San Francisco. Flying in radio silence, keeping the blackened plane in or near the clouds, Turner said they were able to monitor radio conversations about Japanese submarines reported near the California coast. They looked for them, but couldn't confirm the reports.

Once back at Treasure Island, military authorities "required some three to four hours more of my services" to bring them up to date on details he could furnish as the first civilian to return from the Pearl Harbor region.

"In a matter of two or three days, we were taken into active duty as a transport squadron. I had the honor of being Admiral Nimitz' pilot when he went over to relieve Admiral Kimmel as Commander in Chief of the Pacific Fleet."

Nimitz arrived in Hawaii on Christmas day. From that point on, Captain H. Lanier Turner spent most of his time shuttling the Admiral and his staff around the Pacific to reconnoiter beach-heads and meet with officers on the firing line. The autographs right were left in Turner's log book by men who would become great and historic figures of the Twentieth Century. I had the honor of photographing them in the early 1970s, when this interview was conducted.

Jim Slade



## MPA state officers:

President  
406-785-4801

Russ Dahl  
[ace1dahl@yahoo.com](mailto:ace1dahl@yahoo.com)

Secretary/Treasurer  
406-677-3423

Geanette Cebulski  
[mpasecretary@blackfoot.net](mailto:mpasecretary@blackfoot.net)

Eastern Vice President  
406-628-4267

Bobbi Powers  
[powersprop@yahoo.com](mailto:powersprop@yahoo.com)

Western Vice President  
406-677-3219

Wade Cebulski  
[sk3219@blackfoot.net](mailto:sk3219@blackfoot.net)

Past President  
406-442-8891

Joe Roberts  
[joerob7@msn.com](mailto:joerob7@msn.com)

Eastern Director  
406-538-6004 or 366-1940

Tim Robertson  
[troberson@centurypaving.com](mailto:troberson@centurypaving.com)

Western Director  
406-883-2248

Chuck Jarecki  
[skywagon@centurytel.net](mailto:skywagon@centurytel.net)

Editor/Webmaster  
406-883-4160

Art Lindstrom  
[airlindy@centurytel.net](mailto:airlindy@centurytel.net)

## MPA local hangar presidents:

Central Hangar  
406-538-7586

Dale Chamberlain  
[chmbrln@aol.com](mailto:chmbrln@aol.com)

Colstrip Hangar  
406-748-3979

Kevin Petersen

Five Valleys Hangar  
406-626-4174

Jim Younkin  
[jcyounkin@msn.com](mailto:jcyounkin@msn.com)

Flathead Hangar  
406-844-3369

Chuck Manning  
[chuckmanning@gmail.com](mailto:chuckmanning@gmail.com)

Gallatin Valley Hangar  
406-522-3883

Jon Hudson  
[jph@littleappletech.com](mailto:jph@littleappletech.com)

Glacier Hangar  
406-873-4663

Roger Sammons  
[rogersammons@yahoo.com](mailto:rogersammons@yahoo.com)

Glendive Hangar  
406-365-3235

George Sullivan  
[gsuly@midrivers.com](mailto:gsuly@midrivers.com)

Great Falls Hangar  
406-781-1520

Lou Ronnau  
[lou@lounet.com](mailto:lou@lounet.com)

Miles City Hangar  
406-232-2213

Lee Richardson  
[lrich@midrivers.com](mailto:lrich@midrivers.com)

Mission Valley Hangar  
406-887-2788

Mauri Morin  
[maur8@compuplus.net](mailto:maur8@compuplus.net)

North Central Hangar  
406-265-1191

Darren Huestis  
[darren@cncexcavation.com](mailto:darren@cncexcavation.com)

Sanders County Hangar  
406-826-5949

Charles Lynch, Jr.  
[clynchjr@gmail.com](mailto:clynchjr@gmail.com)

South Central Hangar  
406-628-4267

Bobbi Powers  
[powersprop@yahoo.com](mailto:powersprop@yahoo.com)

Southwest Hangar  
406-842-5721

Denzel Davis  
[ddavis@3rivers.net](mailto:ddavis@3rivers.net)

Valley Hangar  
406-367-5444

Joe Younkin  
[jandb@nemontel.net](mailto:jandb@nemontel.net)

Vigilante Hangar  
406-442-2179

Bill Gallea  
[billgallea@hotmail.com](mailto:billgallea@hotmail.com)

**2008 Membership Dues**—Dues notices were mailed to all members in November 2007. If the label on this newsletter has a date of "2007" it means that your 2008 membership renewal was not received when this newsletter went to the printer. Please use the form below to renew your membership for 2008.

## 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  1<sup>st</sup> 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

Total \$ \_\_\_\_\_

Sponsoring member \_\_\_\_\_

Montana Pilots' Association, Inc.  
P.O. Box 1178  
Seeley Lake, MT 59868-1178

---

Return Service Requested

Presorted Standard  
US Postage  
PAID  
Kalispell, MT  
Permit 121

# Heading Bug

P.O. Box 4311, Helena, MT 59604

**MONTANA PILOTS' ASSOCIATION**



**INCORPORATED**

March/April 2008

The Bi-monthly Newsletter  
of the  
Montana Pilots' Association, Inc.  
<http://montanapilots.org>