

MONTANA PILOTS' ASSOCIATION



# Heading Bug

May/June 2008

president's message

Greetings Montana aviators:

It is a breezy, misty May day as I write this. Not much of a day for a ride in the old T-craft, but a decent day for practicing IFR GPS approaches in the C-182 or even some NDB approaches with the GPSs turned off. (Who flies with only one GPS any more?)

A big thank you to Dave and Bobbi Powers for their hospitality. Dave and Bobbi hosted the May MPA board meeting at their airstrip outside of Laurel. Dave, it was a great lunch.

As a reminder, the next MPA board meeting will be Sunday morning Aug. 10 at Three Forks. I would like to see better attendance by the hangar presidents.

At the May meeting, discussion was held concerning the inactivity of some hangars. I would welcome an invitation to your hangar meeting to visit about what the Montana Pilots' Association is doing for the members and to receive feed back from the members on what the MPA should be doing to help the members and the individual hangars. All the members of the MPA board are willing to do this, so if you think I am too much of a grouchy old fart (as an instructor I still think we should be able to slap students upside the head with a ruler occasionally, no matter what the FAA says about negative reinforcement.) please feel free to contact: Bobbi Powers (Eastern VP), Wade Celbuski (Western VP), Tim Robertson (Eastern Director) or Chuck Jarecki (Western Director). Their e-mail addresses and phone numbers are on page seven of this newsletter.

Also, a special thanks to Geanette, for her tenacity with the MPA Education and Safety Foundation's 501(c)(3).

Tailwinds,

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

# 2008 calendar of events

**June 7**—EAA/MPA/RAF—4 p.m. social and 5 p.m. hotdog potluck—bring a different dog and a couple of your friends to the picnic along with a side dish—grills and drinks provided by EAA— EAA /MPA /RAF are meeting at Ferndale to discuss the pilot's shelter proposal in the tie down area—for more information e-mail either [eaachapter102@gmail.com](mailto:eaachapter102@gmail.com) or [flathead.hangar@gmail.com](mailto:flathead.hangar@gmail.com)

**June 7**—Settle Aviation/MPA Sixth Annual Fly-In at Sunday Creek Airpark, 5 nm northeast of Miles City (MLS) —starts at 10 a.m. and a steak fry at Noon—anyone can bring a side dish—there will be games and lots of fellowship—for more information e-mail or call Bob Settle 232-6926 or [settle@wb.midrivers.com](mailto:settle@wb.midrivers.com)

**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.-Noon—for more information call Jerry Moline at 350-3264

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

**June 14**—Fourth Annual Hot Springs County Airport Fly-In—Thermopolis, Wyo. (THP)—breakfast 7:30-10 a.m.—10:30 a.m. aerobatics show by Don Nelson, Young Eagle Flights, Hot Spot Car Rally—for more information call 307-864-2488

**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—for more information call Lanny Hanson 263-1154

**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](mailto:) Kendra Horn, 684-5335

**June 21**—Plains Airport Fly-In breakfast—8 a.m.-Noon—for more information [e-mail](mailto:) or call 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](mailto:) Darren Huestis

**June 24-27**—[Air Race Classic](#)—Bozeman (BZN) to Mansfield—for more information [e-mail](mailto:) or call Linda Marshall, 388.7668

**June 24-27**—Planes on Display—Kalispell's Glacier Park International (GPI) SemiTool Hangar (gate 7)—Collings Foundation B-25, B-17, B-24 & P-51C on display with tours—Noon-5 p.m. on the 25th and 10 a.m. on the 26th—for more information John Gisselbrecht, 755-2238

**June 28**—[First annual Seeley Lake Flying Club Fly-In & Community Barbeque](#)—Seeley Lake Airport (23S) Pavilion and Campground at the main gate—5-8 p.m.—raffle prizes and more—for more information [e-mail](mailto:) or call Kal Kovatch. 677-2932

**June 28**—Hardin Fly-In Breakfast—7-10 a.m.—held in conjunction with [Little Big Horn Days](#)—there is a parade at 10 a.m. and a host of other activities throughout the day—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

**June 30**—Browning Airport (8S0) open house at 1 p.m.—sponsored by MDT Aeronautics Division—for further information 444-2506.

**July 9-13**—[Arlington Northwest 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](mailto:) Jim Greil 444-2506

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

**July 20**—St. Ignatius Good Ole Days Fly-In—St. Ignatius Airport (52S)—pancake breakfast 7 a.m.-Noon, Young Eagle Flights, door prizes including 10 drawings for 10 gallons of Avgas

**July 25**—*Heading Bug deadline*

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

**Aug. 3**—Lions Club Breakfast Fly-In—Hysham Airport (6U7)—7 a.m.-Noon—for more information call Bob Miller, 342-5252

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

**Aug. 14-15**—Aviation Career Academy—Helena (HLN)—open to students in 7th, 8th and 9th grades (2007/2008)—registration: \$125 along with a one-page essay on your aviation interests (\$175 without essay) includes cost of hotel the night of August 14—for more information call 444-2506 [online application](#)

**Aug. 15-17**—Yellowstone Airport Fly-In—West Yellowstone Airport (WYS)—BBQ hosted by Aeronautics Division and free camping for pilots flying in—bluegrass and folk music on the 16th—for more information call or e-mail Tony Bean, 646-7631

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

**Aug. 15-17**—Montana Fun Weekend—Cut Bank (CTB) [cutbankairport.org](#)

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

**Sept. 26**—*Heading Bug deadline*



## 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 in Somers. The meetings start off with a social at 6:30, dinner at 7 p.m. followed by a short meeting and program. The hangar meetings average 25 members. The meeting programs since January:

- ◆ January: Cadets from the Civil Air Patrol
- ◆ February: Tom Bass - Flying America's waterways on straight floats.
- ◆ March: Dan Prill - The new Russian Flats Airfield
- ◆ April: Seth Jayne & Merrill Hobbs - Customs and Border Protection Air Branch, Department of Homeland Security, Great Falls
- ◆ May: Neal Brown, Voyager Ground Crew
- ◆ June: Joint BBQ/meeting with EAA Chapter 102 - Ferndale Airport to discuss pilot shelter possibilities.

The Flathead Hangar and EAA Chapter 102 work closely together to help the Forest Service maintain both Spotted Bear and Meadow Creek Airstrips. The Flathead Hangar will host this year's Spotted Bear Work Session on May 24 - 25 (Memorial Day Weekend). Saturday evening the hangar will do a barbeque steak dinner for those who show up to work. The Meadow Creek work session will be hosted by the Flathead EAA Chapter 102 on June 28-29. *Chuck Manning*

**Five Valleys Hangar**—Wade Cebulski gave a photo presentation at the April hangar meeting of the Cebulski's trip to the Baja in their Bonanza. *Wade Cebulski*

**Gallatin Valley Hangar**—the April meeting's program was two part: Bill Gallea with a presentation on the Iditarod and Steve Jones with an FAA safety presentation. The hangar will be holding a May 31 Fly-In breakfast and dedication of pilot shelter. *Jon Hudson*

**Mission Valley Hangar**—meets the fourth Tuesday of the month and alternates between the Polson FBO and Mauri Morin's hangar in Ronan. The April meeting was the first social meeting/BBQ of the year. The program, was Tom Bass and his "Flying America's waterways on straight floats." On June 14 at 8 a.m. the hangar will cooking a pancake breakfast and EAA chapter 1122 will be flying Young Eagles in Polson. The hangar/EAA will be doing the same thing on July 20 starting at 7 a.m. in St. Ignatius and Ronan on Sept. 13. *Mauri Morin*

**Miles City Hangar**—is alive and doing well and we are getting back on track. We had our first meeting of the year May 22 at the Airport Inn at 6:30 p.m. with eight members and four guests present. We discussed setting a new meeting night and decided on the first Thursday of each month at 7:30 p.m. at the airport lounge. Hopefully that will be good for everyone. We also talked about signing up new members and maybe bringing Colstrip, Glendive and us into one big hangar for this end of the state. We also talked about going to more of the fly-ins this year. Our Fly-n at Sunday Creek on June 7 and hope to see a lot of you there. That is about it from this end, more on the way later after the Fly-In. Happy Flying *Barb Hirsch*

**Valley Hangar**—current officers are: president – Dave Heins; vice-president – Paul Koski; secretary – Russ Dahl and treasurer – Scott Stanley. The Valley Hangar meets the second Wednesday of the month at the Glasgow airport at 6 p.m.. Past and upcoming meeting programs and events are: March– AOPA Say It Right; April–guest speaker “Shane” Merrill Klakken, U.S. Customs and Border Protection; May– Mountain Flying program; May 30 – June 1 – Valley Hangar flight to Schafer Meadows; June 14 Pitchfork Fondue – Fort Peck Airport and June 15 Frank Bass Father’s Day Fly-In Breakfast – Ft. Peck Airport (37S). *Russ Dahl*

**Vigilante Hangar**—has 65 active members and sent out an e-mail to 28 unpaid former members. To date, five sent in their 2008 dues. The treasury has \$ 2,399.13 and in November 2008, we will send our second installment of \$333 to Geanette for repayment of the \$1,000 Recreational Airstrip Grant used at the Townsend airport. The hangar has initiated a new method of officer succession so that only one officer needs to be elected each year—that being a new secretary/treasurer. At the beginning of each calendar year, our secretary/treasurer will become the new vice president who will become our new president. The out-going president will stay on our board for one year as a past president and advisor. This succession plan enables us to maintain a continuity of leadership with president having gone through the “chairs” of each office, understanding the role of each person on the board. Having to elect and replace only one officer each year takes the burden off of replacing all three officers. Our next meeting will be a fly-in BBQ at the Lincoln Airport on June 11. Our overall goals for 2008 are two fold; promote more flying activities for our members and encourage increased participation in Montana wide fly-in events and provide continued aviation related training via guest speakers, videos and demonstrations. These two primary goals are aimed at maintaining our current membership base by developing a better camaraderie of spirit and involvement as an MPA member. Our long-term goal would be to use this spirit and involvement to increase our membership and attract those in-active members we’ve lost. Ideas from the other MPA hangars that would support these goals would be most welcome! *Chuck Flynn*

## MPA Air Safety and Education Foundation formed with IRS 501(c)(3) tax-deductible status

On March 1, 2008, the Montana Pilots' Association voted to form the MPA Air Safety and Education Foundation (MPA ASEF) as a supporting organization to the MPA. Guided by the same set of officers as the MPA, the MPA ASEF is a true 501(c)(3) non-profit organization which will be used exclusively to support the charitable activities of the MPA, a 501(c)(4) organization.

The MPA ASEF will be engaged in activities furthering “public” purposes such as advancement of education and safety; erection or maintenance of public buildings, monuments or works (airstrips); lessening the burdens on government.

The charitable non-profit status will allow for greater financial support, as well as tax benefits for supporters. Contributions are tax-deductible to the full extent allowed by law. Tax EIN: 26-1910784

Please send your tax-deductible, charitable contributions to:

MPA ASEF  
c/o Montana Pilots' Association  
P O Box 1178  
Seeley Lake, MT 59868

The MPA is currently receiving donations for two separate funds, so please specify a preference: “Education/Safety” or “Recreational Airstrips”

## raffle set to raise funds for the MPA Recreational Airstrips Fund

A raffle is set to raise funds for the MPA Recreational Airstrips Fund. The MPA will raffle a Polaris Ranger LE which retails between \$11,000 and \$12,000.

Tickets will be \$20 each or six (6) for \$100 and limited to 2,000 tickets. The drawing will be held at the 2009 Montana Aviation Conference.

The winner will have the option of applying the value towards a snowmobile, motorcycle or boat from Kurt's Polaris located in Seeley Lake, Missoula and Kalispell.

Watch for promotional displays at local hangar fly-ins around the state this summer. Tickets will be available through your local hangar and MPA officers.

For more information [e-mail](#) or call Wade Cebulski, 677-3219.



## new ELT rules from ICAO

For the second time in three years the international requirements for ELT equipment are changing, but this time the International Civil Aviation Organization (ICAO) promises that while the new rules will ensnare more airplanes than previous requirements, implementing them will be easier than before.

Starting on the rule's effective date of July 1, 2008, private and commercial airplanes operating internationally (outside the U.S.) will need to carry at least one 406-MHz emergency locator transmitter, according to recently adopted ICAO standards. The rule also states that beginning on July 1 one "automatic" 406-MHz ELT must be carried on all International flights by commercial airplanes authorized to carry 19 passengers or fewer and private airplanes of any number of passenger seats that obtain their certificates of airworthiness after July 1. International operations of commercial airplanes authorized to carry more than 19 passengers and issued certificates of airworthiness after July 1 would have to be equipped with at least two 406-MHz ELTs, one of which must be automatic.

Previous ICAO standards called for ELTs only on airplanes operating on extended over-water flights and on flights over designated land areas where search-and-rescue operations pose a special challenge. In essence, the new guidance (ICAO Annex 6, Part II, 6.12) simplifies the rules, first by eliminating language pertaining to over-water or remote-area flights and second by allowing business jet operators to satisfy the requirements by carrying only a single survival 406-MHz ELT, which can be stowed in the cockpit or galley within easy reach of the crew.

The ICAO rules do not supersede FAA requirements for ELTs, which require the installation of one fixed automatic ELT that transmits its distress signals on 121.5 or 406 MHz. The 2004 mandate for ELTs in U.S.-registered transport airplanes resulted from an act of Congress in response to the fatal crash of a Learjet 35 in IMC on approach to Lebanon Municipal Airport in New Hampshire in 1996. Searchers gave up trying to locate the wreckage, which eventually was found by a park ranger on a routine patrol more than two years after the accident.

One problem with the U.S. rule centers on the fact that Cospass-Sarsat, the international satellite monitoring agency, will no longer listen for distress signals on 121.5 MHz starting next February, in part because of a high number of false signals. So, if you're flying with a 121.5-MHz ELT after July 1, at the very least you'll need to have a survival-type 406-MHz ELT to fly internationally, and after next February your 121.5-MHz ELT's effectiveness will be greatly reduced, warn Cospass-Sarsat officials.

There are three types of 406-MHz ELT for aviation use that are applicable to the new ICAO standards. The first is a survival ELT, which is removable from the aircraft and must be "stowed so as to facilitate its ready use in an emergency and manual activation by survivors," according to the International Business Aviation Council. The other two types of ELT are installed in the airplane, one of which is fitted permanently in the tail (automatic fixed) and the other in a bracket on board (automatic portable) that permits the ELT to be removed in an emergency (for instance, after ditching when the airplane is sinking).

# Old Ed

It happened every Friday evening, almost without fail, when the sun resembled a giant orange and was starting to dip into the blue ocean.

Old Ed came strolling along the beach to his favorite pier. Clutched in his bony hand was a bucket of shrimp. Ed walks out to the end of the pier, where it seems he almost has the world to himself. The glow of the sun is a golden bronze now.

Everybody's gone, except for a few joggers on the beach. Standing out on the end of the pier, Ed is alone with his thoughts....and his bucket of shrimp.

Before long, however, he is no longer alone. Up in the sky a thousand white dots come screeching and squawking, winging their way toward that lanky frame standing there on the end of the pier.

Before long, dozens of seagulls have enveloped him, their wings fluttering and flapping wildly. Ed stands there tossing shrimp to the hungry birds. As he does, if you listen closely, you can hear him say with a smile, "Thank you. Thank you."

In a few short minutes the bucket is empty. But Ed doesn't leave.

He stands there lost in thought, as though transported to another time and place. Invariably, one of the gulls lands on his sea-bleached, weather-beaten hat—an old military hat he's been wearing for years.

When he finally turns around and begins to walk back toward the beach, a few of the birds hop along the pier with him until he gets to the stairs, and then they too fly away. And old Ed quietly makes his way down to the end of the beach and on home.

If you were sitting there on the pier with your fishing line in the water, Ed might seem like "a funny old duck," as my dad used to say. Or, "a guy that's a sandwich shy of a picnic," as my kids might say. To onlookers, he's just another old codger, lost in his own weird world, feeding the seagulls with a bucket full of shrimp.

To the onlooker, rituals can look either very strange or very empty. They can seem altogether unimportant ....maybe even a lot of nonsense.

Old folks often do strange things, at least in the eyes of Boomers and Busters.

Most of them would probably write Old Ed off, down there in Florida. That's too bad. They'd do well to know him better.

His full name: Eddie Rickenbacker. He was a famous hero back in World War II. On one of his flying missions across the Pacific, he and his seven-member crew went down. Miraculously, all of the men survived, crawled out of their plane, and climbed into a life raft.

Captain Rickenbacker and his crew floated for days on the rough waters of the Pacific. They fought the sun. They fought sharks. Most of all, they fought hunger. By the eighth day their rations ran out. No food. No water. They were hundreds of miles from land and no one knew where they were.

They needed a miracle. That afternoon they had a simple devotional service and prayed for a miracle. They tried to nap. Eddie leaned back and pulled his military cap over his nose. Time dragged. All he could hear was the slap of the waves against the raft.

Suddenly, Eddie felt something land on the top of his cap. It was a seagull!

Old Ed would later describe how he sat perfectly still, planning his next move. With a flash of his hand and a squawk from the gull, he managed to grab it and wring its neck. He tore the feathers off, and he and his starving crew made a meal - a very slight meal for eight men - of it. Then they used the intestines for bait. With it, they caught fish, which gave them food and more bait.....and the cycle continued. With that simple survival technique, they were able to endure the rigors of the sea until they were found and rescued. (after 24 days at sea...)

Eddie Rickenbacker lived many years beyond that ordeal, but he never forgot the sacrifice of that first lifesaving seagull. And he never stopped saying, "Thank you." That's why almost every Friday night he would walk to the end of the pier with a bucket full of shrimp and a heart full of gratitude.

(Max Lucado, "In The Eye of the Storm," pp.221, 225-226)

PS: Eddie was also an Ace in WW I and started Eastern Airlines.

## MPA state officers:

President 406-785-4801	Russ Dahl <a href="mailto:ace1dahl@yahoo.com">ace1dahl@yahoo.com</a>	Gallatin Valley Hangar 406-522-3883	Jon Hudson <a href="mailto:jph@littleappletech.com">jph@littleappletech.com</a>
Secretary/Treasurer 406-677-3423	Geanette Cebulski <a href="mailto:mpasecretary@blackfoot.net">mpasecretary@blackfoot.net</a>	Glacier Hangar 406-873-4663	Roger Sammons <a href="mailto:rogersammons@yahoo.com">rogersammons@yahoo.com</a>
Eastern Vice President 406-628-4267	Bobbi Powers <a href="mailto:powersprop@yahoo.com">powersprop@yahoo.com</a>	Glendive Hangar 406-365-3235	George Sullivan <a href="mailto:gsuly@midrivers.com">gsuly@midrivers.com</a>
Western Vice President 406-677-3219	Wade Cebulski <a href="mailto:slk3219@blackfoot.net">slk3219@blackfoot.net</a>	Great Falls Hangar 406-781-1520	Lou Ronnau <a href="mailto:lou@lounet.com">lou@lounet.com</a>
Past President 406-442-8891	Joe Roberts <a href="mailto:joerob7@msn.com">joerob7@msn.com</a>	Miles City Hangar 406-232-2213	Lee Richardson <a href="mailto:lrich@midrivers.com">lrich@midrivers.com</a>
Eastern Director 406-538-6004 or 366-1940	Tim Robertson <a href="mailto:troberson@centurypaving.com">troberson@centurypaving.com</a>	Mission Valley Hangar 406-887-2788	Mauri Morin <a href="mailto:maurv8@compuplus.net">maurv8@compuplus.net</a>
Western Director 406-883-2248	Chuck Jarecki <a href="mailto:skywagon@centurytel.net">skywagon@centurytel.net</a>	North Central Hangar 406-394-2311	Darren Huestis <a href="mailto:darrenhuestis@nuwaveservices.com">darrenhuestis@nuwaveservices.com</a>
Editor/Webmaster 406-883-4160	Art Lindstrom <a href="mailto:airlindy@centurytel.net">airlindy@centurytel.net</a>	Sanders County Hangar 406-826-5949	Charles Lynch, Jr. <a href="mailto:clynchjr@gmail.com">clynchjr@gmail.com</a>
<b>MPA local hangar presidents:</b>			
Central Hangar 406-538-7586	Dale Chamberlain <a href="mailto:chmbrln@midrivers.com">chmbrln@midrivers.com</a>	South Central Hangar 406-628-4267	Bobbi Powers <a href="mailto:powersprop@yahoo.com">powersprop@yahoo.com</a>
Colstrip Hangar 406-748-3979	Kevin Petersen	Southwest Hangar 406-842-5721	Denzel Davis <a href="mailto:ddavis@3rivers.net">ddavis@3rivers.net</a>
Five Valleys Hangar 406-626-4174	Jim Younkin <a href="mailto:jcyounkin@msn.com">jcyounkin@msn.com</a>	Valley Hangar 406-367-5339	David Heins
Flathead Hangar 406-844-3369	Chuck Manning <a href="mailto:chuckmanning@gmail.com">chuckmanning@gmail.com</a>	Vigilante Hangar 406-443-4079	Brent Vetter <a href="mailto:barvetter@hotmail.com">barvetter@hotmail.com</a>

**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)  North Central (Havre)  Sanders County (Plains)  
 South Central (Billings)  Southwest (Dillon, Butte & Twin Bridges)  Valley (Glasgow)  Vigilante (Helena)  
 Member At Large

### ANNUAL MEMBERSHIP DUES (JAN – DEC)

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Associate Member (not soloed)  \$15 Family Membership (1 Regular and 1 Associate)  \$35  
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**Make check payable to: Montana Pilots' Association , Inc.**

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# Heading Bug

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**MONTANA PILOTS' ASSOCIATION**



**INCORPORATED**

May/June 2008

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