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July/August 2011 Bi-monthly newsletter

# Heading Bug

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## President's Message

I had a very interesting experience a few weeks ago: I was present when an airplane went down. The details of the accident are not relevant to this article, and you can read the NTSB report to learn more if you wish. What is important is that, in a matter of seconds, you can go from being an interested observer to an emergency responder. This sudden transformation has made me think a great deal about just how well prepared we are for an emergency, and how we will respond.

Several people were at the accident scene within three or four minutes of when the airplane hit some trees. Incredibly, no fire. Equally incredible, the pilot and passenger were alive, injured and bleeding, but moving. Here is where I began to wonder if we had the skills necessary to help these people. I have had first aid training, but not in this century. Some things you don't forget (pressure on a bleeding wound, treating for shock, etc.), but what if the injuries were so serious that we really didn't know what to do? Luckily for all of us, several of the first responders had significant first aid knowledge, and were quick and efficient in treating and stabilizing the two injured people.

Now picture yourself in an emergency landing situation. With your piloting skills, you are able to emerge from your airplane relatively unhurt, but your passenger has some significant injuries. Do you know what to do? Do you know where your first aid kit is stowed? You do have a first aid kit, don't you? And just how old is that first

aid kit? And what if you are the injured one, and your passenger must treat you?

These are just some of the questions that have come to mind since this happened. Some of you have had similar experiences, some more tragic ones. I'll bet you have asked yourselves the same questions. We often ask ourselves "What could our local Hangar do to get more pilot participation?" How about contacting your local Red Cross or hospital or EMTs and arranging for a first aid course? An eight-hour course followed by a Hangar potluck dinner would be well worth the effort and expense, and the students wouldn't necessarily have to be pilots. You could invite your spouse/significant other, your children, your frequent flying companion, or anyone who might benefit from the knowledge. And while you're at it, check out that first aid kit in the baggage compartment. If it was personally packed by Florence Nightingale, maybe you better get a new one!

On a different note, I attended the "Racing in the Rockies" Big Sky Air Race as a spectator. This event was held in Three Forks on July 9 and had more than twenty-five contestants from all over the country. Organizers Cody Folkvord, Kevin Danz, and Brian Carroll did a great job in making this race happen, with a strong focus on event safety. Press coverage was favorable, and the spectators seemed to have a great time. Many of the participating airplanes were obviously designed for speed, but there were several that might actually be slower than our airplane. If this event happens again next year, I think I'll give it a try! Have a safe flight – Jon Hudson

A big thank you to Cody Folkvord for his continued support of MPA



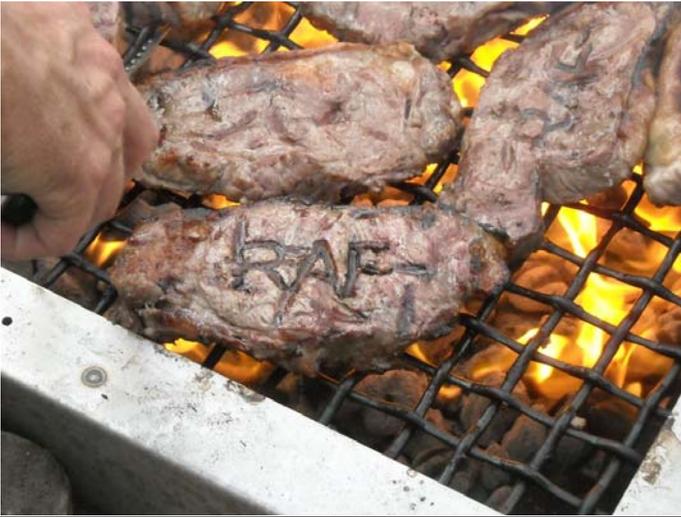
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Summer months brings maintenance on many grass airstrips, so please check for NOTAMS.....Be an informed pilot.

## CALENDAR OF EVENTS

- *September 9 thru 11, 2011 - Mountain Search Pilot Clinic* Helena, MT (HLN)
- *September 10, 2011 – Oregon Pilot’s Meeting and Annual Convention* Sun River, Oregon
- *September 10, 2011 – Polson Fly-In* Polson, MT (8S1)
- *September 19, 2011 - Heading Bug Deadline – Sept/Oct issue*
- *October 22, 2011- MPA Board Meeting* MT Aeronautics Building Helena, MT (HLN)

\*\*\*Check out the [MPA website](#) for more events and details!

### Please update your email address

If your email address has changed in the last few years and it has not been updated in the MPA website, please email Will Stene [will@steneaviation.com](mailto:will@steneaviation.com) or Geanette Cebulski [mpasecretary@blackfoot.net](mailto:mpasecretary@blackfoot.net), ask them to update it and email your new login password to you. Without updated email addresses we cannot contact you with notifications regarding event changes or cancellations. Please help us out with this. Thank You!





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This is a photo of the Husky that is NOW the AOPA sweepstakes plane. That was not known to the public at the time that it was at Schafer, but it is now. Montana was the FIRST place that plane was and the photos are going to be all over the place. In fact, if you look at the intro video all the shots that are on the AOPA site were shot in MT. (Submitted by John McKenna)

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**WEBSITE  
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*Thank you Rob Duncan at Airbase 1 for supporting our website!*

## MPA Central MT Hangar update as of 8/28/11

On Saturday August 27<sup>th</sup> the Central MT Hangar held their summer picnic at the Winifred Airport. Member and airport manager by default Ralph Rogers did a great job of hosting his fellow members most of which are from LTW. Member Peter Mickelson provided steaks for the entire group because this year's picnic was suppose to be at his ranch. We had 28 members and friends attend including 2 under the age of 2. Seven planes flew in and two additional members just flew over apparently the two are vegetarians. Don and Bobetta Newton brought their 15 month old grandson Cooper via their Husky but the little guy did not appreciate being lashed down in the baggage compartment so I think he got some stick time on the flight home.

Our regularly scheduled meetings are the last Tuesday of each month at the Yogo Inn at 1830. We try to always have a guest speaker and all are invited!!!

Respectfully submitted, Pete Smith, President

## Central MT Hangar photos



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## RAF Optimistic On [Missouri Breaks](#) Ruling

GREAT FALLS, MT - August 9, 2011– Last week, a Federal Judge ruled in favor of both the Bureau of Land Management (BLM) and the Recreational Aviation Foundation (RAF) in response to a 2009 lawsuit brought against the agency by the Montana Wilderness Society and Western Watersheds Project.

The RAF, with support from the [Montana Pilots Association \(MPA\)](#), joined with the BLM in defense of this suit because six permitted airstrips within the monument would have been reconsidered for possible closure. The suit against the BLM would have invalidated a large portion of the recently developed Resource Management Plan (RMP). This action would have caused the extensive planning process to start over and placed six backcountry airstrips in jeopardy.

The judge stated in his ruling that the BLM spent several years developing the RMP with a wide array of public input. The BLM was tasked with forming a plan that would balance public access while protecting the Monument as a natural resource. Specifically referring to the airstrips within the Monument, the judge ruled that the BLM took a “middle ground” by only approving six of the then existing ten airstrips and imposing a seasonal closure on one of the six.

The RAF and the Montana Pilots Association (MPA) actively participated in the six-year Monument RMP planning process by attending numerous public meetings and providing policy makers with factual aviation information. “This was a very important case to the RAF and its members,” said [RAF President John McKenna](#). “In keeping with our mission of preserving public use recreational and backcountry airstrips, we are naturally pleased with this ruling. We look forward to continued work with the BLM to keep and preserve other airstrips around the nation.”

The RAF and MPA interests were represented by Paul Turcke, who successfully moved for judgment, filed supporting papers, and argued at the hearing, which was attended by [RAF Directors Chuck Jarecki and Dan Prill](#). According to Mr. Turcke, “Today, we saw the legal process work.

BLM's decision is perfect for none, but reflects a thorough and valid process.”

The RAF will continue monitoring this issue to ensure that aviation interests are properly represented in future action involving the Monument airstrips. McKenna further commented, “These airstrips provide low impact entry to the Monument and critical search and rescue access as well. Working to preserve their use is part of the RAF mission.”

The Great Falls Tribune reported on the judge's decision:  
<http://www.greatfallstribune.com/article/20110812/NEWS01/108120322>



### **WELCOME NEW MPA MEMBERS!**

**We have new members from Montana, Nevada and Wisconsin. Welcome and Happy Flying!**

Jesse Miller, Thompson Falls, MT - Sanders Co. Hangar  
Robert McNatt, Seeley Lake, MT – Five Valleys Hangar  
L. William Kahler, Jr., Reedsburg, WI - At Large  
Danna Wulchak, Helena, MT - Vigilante Hangar  
Steve Taylor, Las Vegas, NV – Member-At-Large

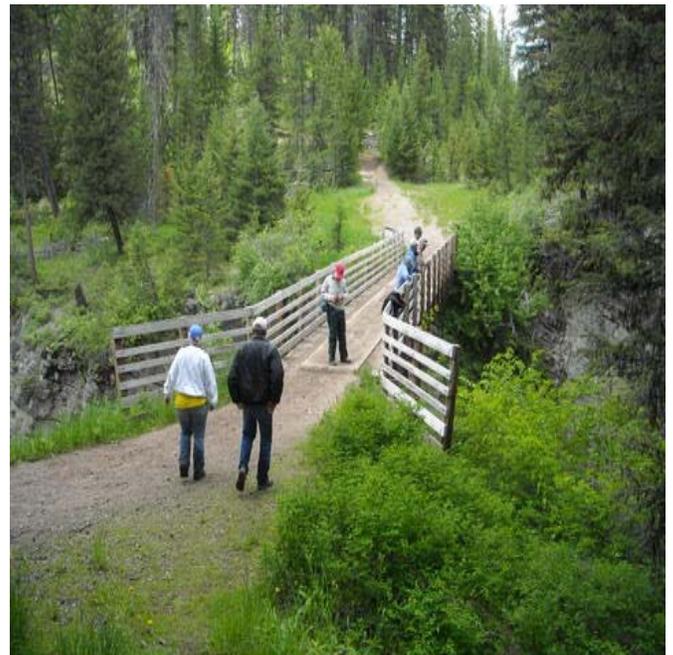
The following photos of the Meadow Creek Work Session were sent in by Robert Shropshire. There were about 16 aircraft, 25 people and 1 helicopter for about 30 minutes. Lots of good people and good times. A little rain and wind on Saturday but otherwise very nice. An added bonus was the appearance of Greg Fuller (AOPA President and John Kounis ( editor of Pilot Getaway Magazine).



Flying to Meadow Creek



Craig Fuller standing behind Sue Carlson



Meadow Creek Gorge



Meadow Creek Gorge – June 25, 2011

Russian Flat Work Session photos from John McKenna



Schafer Meadows



**MONTANA PILOTS ASSOCIATION - Membership Form**

Name: \_\_\_\_\_  
City/State/Zip: \_\_\_\_\_  
Work Phone: \_\_\_\_\_

Mailing Address: \_\_\_\_\_  
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**Please select one of the local MPA Hangars to join:**  Central (Lewistown)  Southwest (Dillon, Butte)  Flathead (Kalispell)  
 Gallatin Valley  Glacier (Cutbank)  Glendive  Great Falls  Miles City  Mission Valley  Sanders County  North Central (Havre)  
 South Central (Billings)  Valley (Glasgow)  Vigilante (Helena) )  Five Valleys (Missoula)  Member At Large

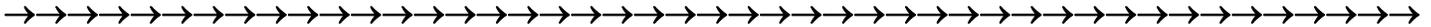
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**The Heading Bug – July/August 2011**

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