

MONTANA PILOTS' ASSOCIATION
INCORPORATED



www.montanapilots.org

May/June 2011 Bi-monthly newsletter

Heading Bug

President's Message

One of the greatest joys of flying is the immense freedom associated with it. Within the constraints of weather, topography, flight plans, FAA regulations, and common sense, we get to go where we want to go, by the route we wish to follow, and if we want a closer look at something along the way, we can make that one-eighty and go look at it. We all know and enjoy this great freedom. While we enjoy the freedom of flight, not everyone else believes as we do. Many are not comfortable with so much freedom. These people view flight as "too risky" or "too uncertain". There is nothing necessarily wrong with this point of view, it is just an expression of each person's personal choices and priorities. Not everyone is cut out to be a pilot, and no one is forcing them to be a pilot.

However, there is an element of our society that is not comfortable with the fact that we have this great freedom. These people are unhappy that we can travel without constant oversight or supervision, in a mode of travel which they view as radical. We are viewed as overly individualistic, "foolhardy", and not concerned with the "greater good". Unfortunately, these people often have the ear of our politicians and those agencies which regulate flight.

How do we counter this threat to our freedom? There are several ways, but one of the most important is to vote. And the act of voting requires that you be an informed voter. Learn about your candidate, ask them their opinion on those issues which are important to you, tell them about your concerns, and make sure that they understand the issues themselves. Then vote.

Another way to save our aviation freedom is to make a little noise. Recently the MPA informed you about the United States Forest Service Planning Rule comment period. Hopefully, everyone communicated with the Forest Service and let them know where the draft rule is deficient. A logical and well-prepared letter is a great way to present your case, but it must provide alternative choices of action, not just serve as a venting opportunity. The more people who submit concise and constructive comments on an issue, the greater the opportunity for change. This is exactly how our opponents conduct their issue campaigns, and we've seen it work.

One other way to keep our freedom is to share it. I don't know of anything that is diminished by the act of sharing, so let's start taking people with us when we fly. Your neighbor has probably heard you talking about the airplane and flying, so why not show them what it is all about? Is your neighbor's son or daughter curious about flying? Let them experience it with you. They may be motivated to learn to fly themselves someday. At the very least, they will get a taste of the freedom that we enjoy and can be advocates for that freedom with us. I'll leave it up to you as to whether you ask your neighbor's spouse to go flying with you!

On a different topic, my wife and I recently visited the West Fork Lodge, located on the West Fork of the Bitterroot River southwest of Darby. Though we had flown over it several times, we had never stopped there. We weren't flying this time, as we were traveling with the dogs, but we stopped by to see if there was any room available. Owners Tex and Heidi Irwin were excellent hosts and cooks, and we had a great time on our short visit. This is a business that is airplane friendly, pilot friendly, dog friendly and just plain friendly. If you get anywhere close, stop in for a great meal and a nice place to stay.

Have a safe flight – Jon Hudson

CALENDAR OF EVENTS

- Jun 15-19 – **MAAA Hop to the Hills Air Tour**
- Jun 18-19-**Fort Peck, MT- Fathers Day Fly In - (37S)**
- Jun 18-19-**Twin Bridges, MT-Father'sDay Fly-In (7S1)**
- Jun 21-22 – **MDT Aeronautics Division Aviation Career Academy,**
- Jun 24- 25 – **Patio Party, Hangar Theater & Annual Fly-In -**, Havre, MT (HVR)
- Jun 25-26 - **Meadow Creek Work Session -** Meadow Cr. Airstrip (0S1)
- July 4 –**Townsend MT-4th of July Fiesta Fly In (8U8)**
- July 7-10 – **Woman Wise Airmanship Adventure –** Smiley Creek, ID (U87)
- July 8- 9, **Big Sky Air Race-Three Forks, MT (9S5)**
- July 9 -**Airport AppreciationDays/Fly In -** Ravalli County Airport, Hamilton, MT (6S5)
- July 9 - **Del Bonita Work Session -** Del Bonita Airstrip, Del Bonita Port of Entry (H28)
- July 14 - **Washington Air Tour Breakfast –** Seeley Lake, MT (23S)
- July 15-17 – **Schafer Meadows Session (8U2)**
- July 21-23 – **Cut Bank, MT 2nd Annual Aerobatics Competition (KCTB)**
- July 23 – **Gallatin Valley MPA Hangar Poker Run and Pig Roast (BZN)**
- July 24 – **St. Ignatius, MT Huckleberry Pancake Breakfast & Young Eagle Rides (52S)**
- Aug 4-6 – **Three Forks, MT – MAAA Fly-in (9S5)**
- Aug 6 – **Ronan, MT Pancake Breakfast, Open House, Young Eagle rides (7S0)**
- Aug 6 – **Russian Flat Dedication (M42)**
- Aug 13 – **Superior, MT Fly-in (9S4)**
- Aug 12 – **Hysham, MT Pancake Breakfast Fly-in (6U2)**
- Aug 19-21 – **Cut Bank, MT Fun Weekend Fly-In (KCTB)**
- Aug 20 – **Coeur d'alene, Idaho Pancake Breakfast & Fly-In**
- Sept 9-11 – **MDT Aeronautics Mountain Search Pilot Clinic**
- Sept 10 – **Polson Fly-in and Breakfast (8S1)**
- Oct 22 – **MPA Board Meeting** in Helena 11:30 am

***Check out the MPA website for further events and details!

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A View of Our Skies from Across the Pond

By: Richard Brown (from UK) USA vacation 2010

Airline Delta - London Heathrow - Minneapolis 14th July 2010 - Kalispell, MT

Airline Route - London - Outer Hebrides (Scotland) - Greenland - Hudson's Bay (Canada) - Lake Superior - Minneapolis - direct West to Kalispell.

Midnight arrival to Aero Inn next door Kalispell City airport. At Red Eagle Aviation (FBO, Tom Glanville CFI), I experienced 2 days of frustration as high winds prevented arranged rental of C172. So on Friday I departed by rented car to pre-arranged accommodations at Stoneridge near Treepoint & Spirit Lake, Idaho.

At Sandpoint, Idaho, I visited Bird Aviation Museum (Bird Ranch) to attend commemoration of the WASP memorial, together with 1500+ people, and hand over mementoes from ATA (Air Transport Auxiliary in UK) similar operation to WASP, but smaller. Bird Ranch is a typical private airfield established by a dedicated enthusiastic and legendary flyer, Forrest Bird, whose wife had the inspiration to provide the WASP memorial. Several hangars in a wooded setting house aircraft and other vehicles covering his 80+ year career as pilot, inventor and socialite. If he flew it or drove it or invented it he put it in the museum. His museum estate including hard runway, covers a few hundred acres above Lake Pendoreille (Ponderay) in Idaho. Many participants arrived by air, landing uphill and taking off downhill in the right winds. One small taildragger got the approach wrong flattened his undercarriage on the threshold step, slid along the runway, and was quickly removed to the grass by volunteers, all without injury.

The memorial gathering, a typical US mixture of ex-military, community and dedicated technofiles, were treated to speeches, 5 shot salute, pipe & drum band, kilted dancers, and a particularly well presented address by the presiding survivor, watched by her 15 or so colleagues. The memorial was unveiled and the WASP ladies were ushered off to meet their fans, literally queues of people anxious to show their admiration, and perhaps relate a mutual tale of aviation interest/ excitement. Afterwards I ate a hamburger lunch with a couple from Spokane WA, aged 75 and 80 who had flown into Sandpoint and rented a car for the last few miles. The lady, 80, has the instrument rating; the husband said the ladies have good hand to eye coordination, and better multi-tasking capability in bad weather, he does the back-up pilot bit; an impressive pair of veterans. Silverwing (FBO at Sandpoint) recommended Northern Air at Bonners Ferry (FBO Boundary County). Nathaniel Cheshire CFI was enthusiastic to further my experience of mountain flying & the back country, and suggested short strips, canyon turns and ridge flying as my biennial flight review tasks. I was keen to follow that suggestion and we proceeded to Eckhart Int'l at Porthill on the Canadian border, and then Cavanaugh Bay on Priest lake, doing uphill landings and downhill take-offs on the grass with drag runs (in UK we call them precautionaries) at both strips. The icing on the cake was a full stop landing, and then a follow the valley take-off at Magee (near Mullan). Take-off requires strong back pressure on the yoke, and then just at airborne release pressure and then push stick forward to remain in ground effect and build up speed. Downdraughts following the valley contour constricted the throat a bit but at last we lifted up over the trees. Nathan with several 'Yee Haws' and 'Keep it going up Pardner' seemed to relish the experience - he probably enjoys bucking broncos!

Earlier between back strips we had done several tight canyon turns (60kts with 20deg flap) completing a 180 turn by half the valley width. Crossing the ridges at 45deg and when you can see more land appearing on the other side, you know you are high enough to cross OK. Then back to Boundary Co. with a practice engine off landing on arrival to add to the interest.

I decided on doing a solo cross country on the Wednesday starting midday, so I chose to land in MT at Libby with its long runway which I found to have no wind. Taking off on the reciprocal I climbed high north along the length of Lake Koocanusa before turning SE thru to Whitefish and Kalispell City where I refueled at Red Eagle. With some CB's building in the NE, I departed south towards Polson and then headed thru Plains, Thompson Falls and Clark Fork to Lake Ponderay. Reaching beyond the I95 to Athol I flew over Treepoint airstrip, Spirit and Priest Lakes and then over the high mountains west of Sandpoint back to

Boundary Co. airport at Bonners Ferry. In total 4.7 hours of flying over exciting and spectacular scenery. Fuel is still comparatively cheap in US and 2 hours uses up \$64 of Avgas, whereas in UK about £84 which is double for the same usage (at \$1.5 exchange), in similar aircraft.

On Saturday Northern Air kindly accommodated me for an early takeoff at Boundary Co. and with Nathan riding shotgun, at 0830 we were over Treeport dragging the grassy strip for landing, with Rich and Frank, residents keen to show off their aircraft and unique car collection. Model T's, big engines, hotrods and Jaguars are Rich's speciality. Then on to Bird ranch/museum at Bottle Bay. Landed on the tarred uphill strip with its distinctive kink, where I had spent the previous Saturday. The museum only 20 miles from Sandpoint is a must for visiting aviators. Landing at the tricky field is with prior permission only, but driving there is but a short diversion from the I95. Having executed the standard downhill takeoff we headed across to Priest Lake for another landing and reciprocal takeoff at Cavanaugh Bay. The proximity of high fir trees on both sides of the field intimidate the senses, despite its 3,000ft length of well mown grass. Then once again over the high ski resort mountains at Sandpoint and into Boundary Co. for a final landing and farewells to the hospitable staff at Northern Air, with 10 hours PIC logged. The C172 was on duty later that afternoon assisting with a DF antenna to search for missing wolves from a release program a hundred or so miles west.

At noon I set off by car to drive back to Kalispell, following a similar route as my flight last Wednesday. Through Troy to Eureka via Lake Koochanusa and then down past Whitefish lake. Wade Cebulski from the MPA phoned to say he would like to pick me up at Kalispell City in his V-tail Bonanza on Sunday at 0700. And so another exciting flying day commenced.



The Bonanza cruises about 140 kts and we were quickly over the mountains and descending thru the valleys into Schafer Meadows. This iconic strip owned by the National Fire Service provides an excellent service to all serious and recreational students of what, in the UK, we would call 'The Great Outdoors'. Pilots, campers and academics come here as well as rafters and kayakers, the latter taking a few days to descend the Flathead River. The staff are enthusiastic, and the aviation community and the local and academic fraternity all work hard to increase the benefits of such a jewel to all users. One tent occupier and Maule pilot was a geographer working on occasions with forest research teams in Bristol and Cambridge (UK). A lady staffer

spent academic time in East Germany gaining a degree in Political Science before embarking on a more exciting career with the NFS; all interesting people.

Wade & I then took off for the scenic flight over the Bob Marshall Wilderness Area. This was Dramatic, Fantastic and just too Wonderful for an English understater to comprehend. Wade flies this area all the time and loves it. To me it was almost another planet as we flew up to 9,000 feet, over more and more magnificent mountain sights, not least the Great Wall, a long gouged-out line of ice-fractured mountains which do indeed resemble the GW of China. It was just 9.15 as Wade put down with a silken touch on his home strip at Seeley Lake. We taxied up to his hangar/home, closing the door as the engine stopped, and then admired the almost tame deer in the yard. Then with his wife Geanette we were off for a breakfast of quiche and coffee at the community centre, where the farmers' market attracted people from quite some distance - and diverse backgrounds.

Soon after it was into the 4x4, winding up 8,000 ft to the NFS lookout on Merrill peak. While admiring views around the 360 deg horizon, and being shown the compass bearing table, 2 fires were spotted, fixed and reported. Half an hour later when we left, the northern fire was smoking up to 18,000ft, and would be burning for weeks to come. Down the mountain we came to dine at the best Steakhouse west of

Minneapolis - Lindeys floatplane base on Seeley Lake - they also run the one in Minneapolis! An enormous sirloin sated our appetites. Our final flight back to Kalispell ranged over and close to the Mission mountains, kissing the high slopes to glimpse the narrow waterfalls along the ridge line. Over the Flathead lake we noted the hard runway of a private strip where take-off and landing would provide brown-trouser problems!. Back into Kalispell City as the sun lowered down, after fond farewells, I was left holding the videocam as my 2 firm Montana friends climbed for the homeward sky in the V-tail. An amazing day.

The following day a very early start took me into the Glacier International Forest park, on Wade's advice seeking the Highway to the Sun (HTTS) road. Sure enough the views were stunning winding round the sheer drops up to Logan's Pass , and down to Lake St Mary; then retracing my steps back over the pass and down to the river entering Lake McDonald, all bewitching natural scenery. A couple of days later I was in Oshkosh, Wisconsin (first time visit) for the EAA extravaganza - what an experience, another exciting story, but well known by many fliers from the western mountains of the US.

Welcome New MPA Members!

Benjamin Walton - Belgrade, MT
Gallatin Valley Hangar

Ron Gutzmer - Dillon, MT
Southwest Hangar

Jack Fenton - Sheridan, MT
Southwest Hangar

Pat Smith - Fort Peck, MT
Valley Hangar

Randy Kienitz - Helena, MT
Vigilante Hangar

Alex Koch - Helena , MT
Vigilante Hangar

Hunter Koch - Helena, MT
Vigilante Hangar

Kristina Koch - Helena, MT
Vigilante Hangar

Robert Koch - Helena, MT
Vigilante Hangar

Lori MacNichol-Gregory - McCall, ID
Member at Large

Doug Culley - Boise, ID
Member at Large

Donald Cobert - Tonasket, WA
Member at Large





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Aviation Makes the World Smaller

By: Mark Newpower

I guess you never know how aviation will pop up in your life next. I've spent the last eight months living in Leeds, a city in northern England as part of an exchange program. Being abroad has been one of the most challenging and rewarding experiences I've ever had. By far, the best part of living overseas is the people you meet. Most of the British people I've met are warm and open, eager to talk to me about my experiences. I got a chance to go flying in the beginning of April through a mutual friend, who, along with his wife, welcomed me into their home for a few days. My story begins last August at the Russian Flats fly in. While working on the runway, I mentioned to Wade Cebulski, a longtime family friend, I would be spending the year in England. He lit up and told me about a man from England he'd met a few years ago. The Englishman was Richard Brown, a retiree with a love of flying. Richard had come over to Montana and Wade spent a few days flying with him in the backcountry strips of Montana and Wyoming. Richard told Wade that he would be happy to return the favor if the chance ever arose. Wade suggested that I contact Richard and see if we could get together and go flying. A few months later, after settling into my new life here in England I emailed Richard. He was eager to meet and we eventually set up a time when I could visit.

At the beginning of April I went to Oxford, where Richard, sporting an AOPA hat, met me at the train station. We did a brief walking tour of Oxford before heading back to Richard's house. Richard, his wife Jennie and I had dinner and then went down to the pub for a quick pint. We went to bed early because we were going to spend the next day flying. We woke up to a beautiful warm, clear day. Richard keeps his Piper Archer at White Waltham, a field dating back to World War II, and about 30 miles west of downtown London. We took off and kept the London airspace to our right and made a big clockwise half-circle until we were over the mouth of the River Thames as it empties into the North Sea. The smog from the city didn't let us see too much of London. We could barely make out a few soccer stadiums and skyscrapers. When we got to the mouth of the Thames we headed due south and soon were over the English Channel, above Hastings, the site of the famous battle in 1066. From there we turned west and followed the spectacular cliffs along the coastline. The weather was perfect, almost no clouds or wind. Without the smog the visibility increased dramatically. I got to see one of the most picturesque parts of England from the air on a clear day; something I'll never forget. We made our way along the coast until the Isle of Wight was just barely visible in the distance. By then it was time to turn north and make our way back to White Waltham. We landed and had lunch in the clubhouse on the field. It was just as flying is supposed to be; friends talking, surrounded by aviation war memorabilia, the smell of avgas and the buzzing of airplane engines.

That night we went back to Richard's house for dinner. I stayed up talking with Richard and Jennie as we watched a Manchester United soccer game. Richard and Jennie had to spend the next day in London

so I spent the day in Oxford and caught a train back to Leeds that evening. I've been fortunate enough to spend a large part of my life around aviation. My dad is an air traffic controller and has had his PPL since 1996. I've been flying since then and have even been able to earn a license of my own. Flying has shown me some beautiful countryside, mostly in the mountains of Montana and Idaho. Flying along the English Channel will go down as one of the most enjoyable experiences I've ever had. Reflecting on the experience, I've come away with a newfound appreciation for how flying brings people together. It's pretty cool that four thousand miles from home, I was able to connect with some people just from our love of flying. I'll always be appreciative of how Richard and Jennie opened their home to me, making me feel so welcome. Flying has let me meet many fascinating people from all over and everyone has a story to tell. And now, I've got one of my own.

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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

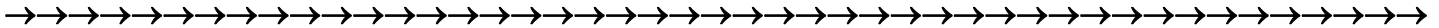
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