

Fall, 2008

## Another Busy Construction Season @ MSO in 2008

By Chris Hart, MSO GA News

Visitors to the Missoula International Airport may have noticed a lot of construction activity going on the last few months. From new hangars to more runway closures, construction crews and airport staff have been juggling projects all over the field this fall. "We've got five projects that I can think of all going on at the same time right now", said Airport Operations Supervisor Dennis Chudy. With autumn coming to a close, crews are working hard to get several projects completed before winter settles in on the Garden City.

One of the more ambitious improvements at MSO is the new aircraft deicing facility currently under construction west of the air carrier ramp near Taxiway Foxtrot. During the winter months, heated glycol is used to melt any snow or ice that may have accumulated on the wings and control surfaces of aircraft prior to departure. In the past, all deicing operations occurred on the main air carrier ramp, and sometimes even at the gates, which created a slippery mess for airline ground crews while they serviced other planes. The glycol was also creating environmental

concerns due to the risk of deicing fluids entering the air carrier ramp storm drain system.

All that is about to change. Apart from being located away



*The house-sized storage tank, for used de-icing fluid, under construction.*

*Chris Hart photo.*

See "Construction" (Continued on page 3)

## GA Hangars Make History

By Gary Matson

After several years of preparation, including revisions of the ground lease and primary documents, identifying potential building sites in the ongoing Airport Master Plan process, and creating a legal entity with private individuals cooperating as

built hangars for small, general aviation aircraft at the Airport.

The contractor is Price Construction. There will be two rows of adjoining hangars, built under one roof and sharing common walls, located just south of the approach end of Runway 25. The two rows share a common taxiway between them. Nine of the hangars will be 45 wide X 50' and eight will be 45 wide X 42'. The doors will be bifold, electrically operated. At this writing, the concrete slabs are complete, the taxiway is complete, and framing is underway. Completion is expected by early winter, with the cooperation of the weather.



*Pouring of concrete pads is nearly complete at GA hangar construction site, Oct 2008.*

*Gary Matson photo*

builders, the construction of GA hangars is well underway at Missoula International Airport. Twenty private individuals are cooperating as "Runway 25 Hangars, LLC" to construct the hangars, and when that's complete each will own a hangar unit. It's the first time in history that a group of private individuals has



*Completed taxiway/apron at the construction site for the new GA hangars, showing effectiveness of drainage. Oct 2008.*

*Steve Benzschawel photo*

## ASOS After Hours

After more than a year's effort, Board GA Committee Chair Paul Stafford, Airport Director Cris Jensen, and Airport Deputy Director Greg Phillips have been successful in getting a device installed that will provide pilots with MSO current weather conditions after the control tower has closed for the day. The CTAF frequency will stay 118.4. If pilots tune in the 126.65 ATIS frequency, they will be directed to go to 121.9 for ASOS weather. This same automated weather report is available by phone 24 hours a day at 728-3743. Thanks Paul, Cris, and Greg for staying with this project to the successful completion. The availability of current airport weather is critical to flight safety.

*For interested non-pilots, here's a key to abbreviations:*

**MSO** – The official designation for the Missoula Airport, used in all flight data by commercial and general aviation.

**ATIS** – Automated Terminal Information Service. Pilots tune in this frequency before landing, to get current weather, updated hourly by controllers in the local air traffic control tower.

**ASOS** – The Automated Surface Observing System automatically updates weather every minute of every day, every day of the year. Before the "weather after hours" arrangement was concluded at MSO, this weather was only available by telephone and was typically accessed by pilots as part of flight planning.

## Pilot/Controller Forum and Winter Operations

**Topic:** ATC increased awareness during winter weather, the Missoula Airport's winter operations plan, and tips on safe winter flying.

**Sponsor:** Helena FAA Safety Team, MSO Air Traffic

**Date:** Wednesday, December 3, 2008 at 7:00 PM

**Location:** Missoula US Forest Service Aircraft Hangar, 5765 West Broadway, Building A

**Description:** This safety meeting provides the opportunity for local pilots to learn about the Missoula Airport's winter operation plan. ATC will discuss winter operations, concerns and answer questions. The FAAS Team will provide tips for safe winter flying.

To view further details and registration information for this event, go to [http://www.faasafety.gov/SPANS/event\\_details.aspx?eid=22258](http://www.faasafety.gov/SPANS/event_details.aspx?eid=22258)

## Airport Master Plan Update

The Study Resource Committee of stakeholders at the Airport and interested persons in the community met on October 29<sup>th</sup> to receive a Master Plan Update status report by the planners at CH2M Hill. Previously completed phases have involved locating sites on the Airport for GA development, forecasting aviation, and predicting airfield and terminal demand over the next 20 years.

The latest planning phases that have been completed are terminal and airfield alternatives. Much of the October 29<sup>th</sup> meeting was devoted to a discussion of nonaviation development on approximately 625 acres of available Airport land. Market analysis identified Pharmaceutical and Medicine manufacturing as one possible use. Non-manufacturing uses identified by the analysis included information and research service industries.

Nonaviation development is seen as a potential source of new income for the Airport, strengthening its ability to provide services and facilities for users. Although any need for a new runway paralleling 11/29 is in the distant future and beyond the 20-year horizon of the current Plan Update, a location for this runway has been identified so that planning for nonaviation uses in nearby land can be compatible with aviation. The new

See "Plan" (Continued on page 3)



**Fly the Big Sky license plates** are now available through regular county motor vehicle licensing departments. For each license purchased, EAA Chapter 517 receives \$20 to further its activities promoting aviation. The additional cost for the specialty plate with standard numbers is about \$30, and for the personalized plate about \$60. Plates can be ordered at any time without affecting the renewal cycle. Standard renewal rates apply, with the specialty plate cost being added.

### Also in This Issue:

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- Do You Want to Build a GA Hangar at MSO? — Gary Matson
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- Stress, Judgment & Flight Safety — Sherry Knight Rossiter
- Long, Long Cross Country — Gary Matson

**“Plan”** (Continued from page 2)

control tower would be located between the parallel runways, and nonaviation development could occur furthest south on Airport property. There is no current road access to the area, and no utilities in place. Scenarios were discussed for possible access on either the west or the east.

Planners considered options for passenger terminal sites and expansion options, with the conclusion that there is no single best option. The aviation industry is volatile and is expected to undergo unforeseen changes. The several options identified offer flexibility for the Airport in its response to changes in travel demand. Additions to the current terminal would be planned to allow phasing in responses to needed capacity increases.

On the subject of general aviation, there was some discussion

regarding access issues at the site near Minuteman that has been set aside for future GA hangar construction. Cars accessing the future hangar area (see related story) would all have to cross an active taxiway, which is an unfavorable aspect especially to the FAA. Options for a new public roadway into the area were considered, including an overpass, underpass, warning lights, special markings, etc. but all were considered marginally useful or overly expensive. Evaluation of access options continues for the site.

The Airport Master Plan Update is nearly finished. The last steps will include creating an “Airport Layout Plan” showing current facilities along with sites for future locations. Planners expect the planning update process to be completed early in 2009.

**“Construction”** (Continued from page 1)

from ground crews and most vehicular traffic, the new facility was designed so that all deicing fluids will now flow into an isolated collection system. Any glycol or water on the deicing ramp will be carried through a series of pipes to a massive underground holding tank where it can be stored and properly disposed of. To prevent the house-sized tank from filling up with water during spring or summer rain showers, airport maintenance crews will have the ability to remotely control a series of electric valves to divert uncontaminated water through a distribution box and out to the storm water detention ponds located around the airport. When deicing season begins in the fall, the valves will then be closed, forcing all fluids from the deicing ramp into the holding tank.

The 479 x 339 foot concrete ramp is capable of accommodating up to two Group III aircraft at the same time for simultaneous deicing operations. The Group III designation is assigned by the FAA, and includes many aircraft commonly used at MSO, including the Boeing 737, the Airbus A320, and the MD80 series. Construction for the new facility began on August 14, which is a little later in the year for a project of this size to normally begin, however funds from the FAA Airport Improvement Program had to be secured prior to the start of construction. One question that kept coming up is why construction crews waited until the middle of the night to pour the concrete. It has to do with Missoula’s infamous traffic. Concrete will begin to set up in about forty minutes, but in the middle of the day, it can take significantly more time than that to drive from the concrete mixing plant to the airport. At night, they can get to the airport in as little as 18 minutes.

While the airport would like to see the new deicing facility placed into service this winter, it’s more likely that the ramp won’t be ready for full deicing operations until next year. “If we can just get three weeks of good weather, we might get it done”,

said Chudy. “But even so, we still have to stripe it and install the new taxiway lights...plumbing...electrical. There’s still a lot to do”. Even if the facility is not ready to go this winter, the addition of nearly four acres of new ramp space can still be used as early as this spring and summer as remote parking locations for aircraft remaining overnight or longer. *At publication time, Airport Director Cris Jensen notes completion is expected by the New Year –Ed*

Also underway this fall is the installation of a new lighting system for Runway 7/25. All of the old lights, which were installed back in the 1980’s, were removed this fall and will be replaced with a brand new system that will include runway edge lights and threshold lights, as well as new signs. At the same



*De-icing pad under construction, seen from the terminal.*

**Chris Hart photo.**

time, crews are removing deteriorating shoulders, which have become too costly to maintain and repair. The runway is scheduled to reopen in December, and if all goes as planned, the entire surface of 7/25 will be torn up and replaced with a new asphalt surface in a few years. It’s been suggested that new

**See “Construction”** (Continued on page 6)

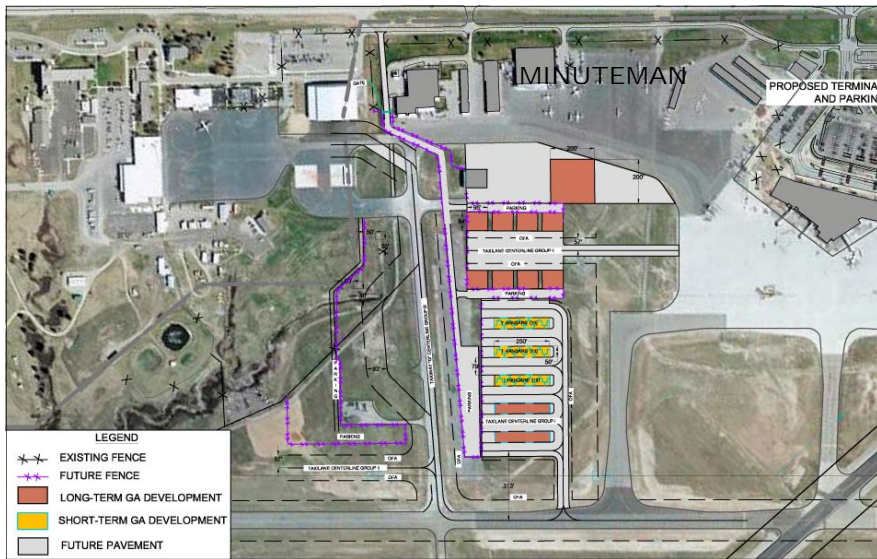
## Do You Want to Build a GA Hangar at MSO?

Early in the Airport Master Plan Update, areas for GA development were identified. One of these was subsequently selected as the site where hangars are currently being built (see related story). Other sites were identified near Northstar, and near Minuteman. These include space for both typical T-hangars or similar structures for single engine GA airplanes as well as space for larger, “box” hangars.

There is currently a potential site for one or two box hangars near the Washington Corp. hangar. Infrastructure is nearby, but some excavation would be required. The sites near Northstar and Minuteman would require extensions/connections to utilities and construction of aprons and taxiways. The Airport currently has no funds to help with these expenses, although a

\$200,000 GA development fund is expected to be repaid within 5 years and, if so authorized by the Airport Board, could become available for additional GA development.

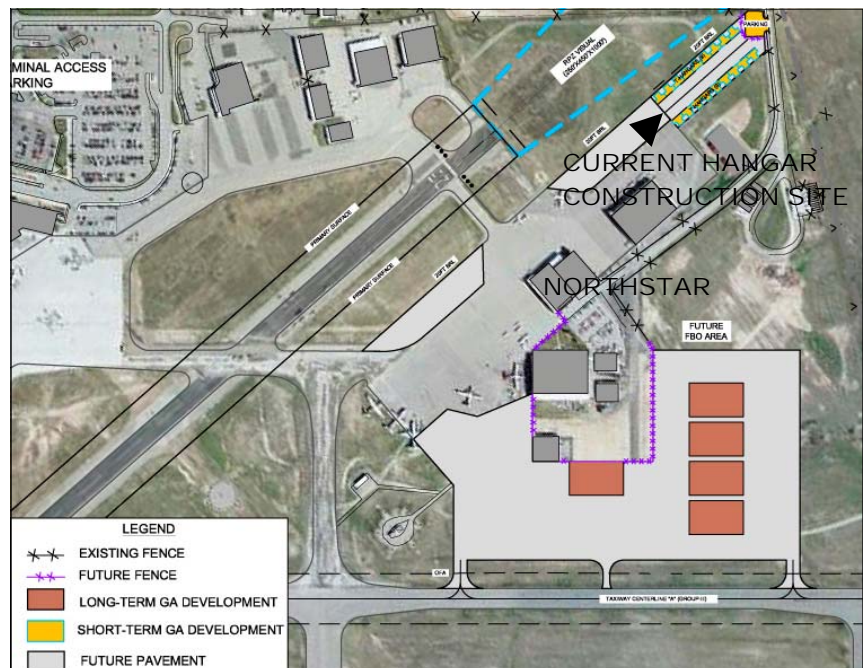
Gary Matson has been serving in an unofficial capacity as a source to gather expressions of GA hangar building interest. Please let him know if you are interested in either a box or T-hangar at some future time (gmatson@montana.com) and/or contact Greg Phillips, Airport Deputy Director (GregP@flymissoula.com). Other options exist, for example any individual or group of several individuals could propose a hangar construction project that wouldn't depend upon Airport funding.



↑ Construction site of new GA hangars, near Northstar, Sept 08. Mike Kustudia photo

Future GA hangar sites, near Minuteman.  
Graphic courtesy of CH2M Hill.

Future GA Hangar sites, near Northstar.  
Graphic courtesy of CH2M Hill.



## Missoula Pilots Pull Together to Help Fellow Pilot Injured in ATV Accident

By Gary Matson

Missoula pilot Scott Owen left his wings behind, saddled up his 4-wheeler, and was exploring for signs of good firewood, near Thompson Falls, on a nice, late August day. Taking a downhill, off-road course between switchbacks and traveling slowly, his front wheels negotiated the bent over tree O.K. but under the back wheels the tree became a catapult, letting loose and flipping the vehicle with Scott underneath. He was immobile on the ground, with a crushed pelvis. In serious pain, bleeding, and unable to move his legs Scott somehow get out his GPS and cell phone. His call to 911, with coordinates to his location and phone contact with Search and Rescue, led to a successful rescue.

Extensive surgical repair was begun in Missoula and continued in Seattle after a trip on Life Flight. The surgery was successful, and began a long and difficult period of rehab. Scott's good friend, Troy Rasmussen, kept his irrigation sprinkler business going by attending to the fall winterization program. After Scott was "out of the woods" in Seattle, symbolically for a second time, he contacted his friend and

Missoula pilot Art Dykstra with a query about a possible way back home.

Art got busy. He arranged to use Jed Heggen's Malibu and was given a \$0.50/gallon fuel discount by Minuteman. Accompanied by James Hinchey and Scott's wife, Susan, he flew to Seattle and brought Scott home. *Missoula pilots pitched in* and responded to a group request for help. Their fuel cost contributions enabled Art to pay his \$475 fuel bill and still left \$150, which Art contributed to Missoula's Museum of Mountain Flying.

Scott is recovering, retired the walker, and is walking on his own. Full recovery is expected. He's been able to spend a little time building his nearly completed RV experimental airplane and is looking forward to putting it in the unit he'll own among the new hangars now under construction near the approach end of Runway 25. A bad experience for Scott was made a little less difficult by support from family, friends, and Missoula pilots. Thanks to all!

## STRESS, JUDGMENT & FLIGHT SAFETY

By Sherry Knight Rossiter, Ph.D.

Laboratory research findings over the last 30 years indicate that stress plays a larger role in flight safety than once imagined. While most of us GA pilots would like to believe that we are successfully managing the stress in our lives, we may be fooling ourselves.

Stress is the body's non-specific response to demands placed upon it, whether those demands are pleasant or unpleasant. All living organisms experience stress in some form. The only time an organism experiences no stress is when it is dead.

Flying, by its nature, is stressful. If other non-aviation stressors, such as fatigue, hunger or an impending divorce, are present and coupled with known airborne stressors such as IFR flight or cockpit noise, the outcome could be the exercise of poor judgment by the pilot. The exercise of poor judgment leads to inappropriate decision making, which then compromises the safety of flight and could lead to an aviation accident.

Judgment is the ability to discern an appropriate course of action (i.e., make a choice) based on critical thinking, piloting skills, and aviation experience. If one's thinking skills are impaired for whatever reason, then one's ability to discriminate between possible courses of action is also affected. Our

judgment can be affected by physical or psychological stressors that we aren't even aware of. Simply being in an extremely cold or extremely hot cockpit causes a pilot to be stressed. Most of us make many appropriate decisions each day in spite of the stressors in our lives, but this can lead us into complacency and/or the dangerous belief that our judgment is infallible.

Dr. Stacy Weislogel of Ohio State University (1980) believes that "pilot error" accidents are caused because the pilot either has an inflated opinion of his or her piloting skills or an unrealistic understanding of the aircraft's performance capabilities. Over the years, NTSB accident findings have continued to support this assertion. Approximately 75-80% of all general aviation accidents annually are categorized as "pilot error" (as opposed to mechanical causes).

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See "Stress" (Continued on page 6)

**“Stress”** (Continued from page 5)

From my many years as a professional flight instructor, I know for a fact that a great number of certificated pilots continue to fly even though they have scared themselves silly on more than one occasion or have actually crashed an aircraft either because they exercised poor judgment or encountered situations they were unprepared for. I’ve also heard well-meaning pilots and flight instructors tell pilots who have crashed an aircraft or severely scared themselves to “get back in the air. It’s just like falling off a horse – you need to hop back on as soon as possible.” I believe that flying an aircraft is vastly different than riding a horse and that the analogy is inappropriate and potentially dangerous.

When a pilot has survived an aviation accident or a terrifying in flight situation, the effects of that experience aren’t always readily or immediately apparent. Sometimes the effects don’t become apparent or manifest until several weeks or even months later. This may result in a condition known as Post-Traumatic Stress Disorder (PTSD).

Any experience “out of the normal realm,” including a brush with death or other severe trauma, will produce stress. Stress is cumulative and often unidentifiable until an individual freezes at the controls (i.e., also called panic) or exercises inappropriate judgment. One “bad” judgment left unrecognized generally leads to another “bad” judgment or “chain” of faulty judgments culminating in an aviation accident.


The bottom line seems to be that the amount of stress a person is operating under has a direct connection to the quality of their thinking and the quality of their thinking has a direct connection to the quality of judgment that will be exercised at any given time. It is my hope that any pilot who discovers or senses deficiencies in piloting or judgment skills will take responsibility for ensuring future safe flight operations by seeking the help of a Certified Flight Instructor or qualified mental health professional, as appropriate. 

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*Sherry Knight Rossiter has been flying since 1974. She is a Certificated Flight Instructor, Airline Transport Pilot (both airplanes and helicopters), a Licensed Clinical Professional Counselor, and most recently a Certified Aircraft Broker.*

**“Construction”** (Continued from page 3)

visual aids, such as a PAPI, may also be installed in the not too-distant future. So don’t worry, GA pilots. Runway 7/25 isn’t going to be closing anytime soon with great improvements like this.

Other projects at Missoula International Airport include long-awaited general aviation hangers, additional office space at Homestead Helicopters, and the Minuteman Aviation expansion project. 

**Dear FISDO** (sic)

Excerpts from a letter discovered by Steve Rossiter

Inspector Elmo P. Fudpucker  
Flight Standards District Office  
Oklahoma City, OK

Dear Mr. Fudpucker:

Here is the letter you asked me to send you about my flight back in December. First of all, I would like to thank that very nice, older fellow you had with you yesterday, you know, the one who took my student pilot's license and told me I wouldn't need it any more. I guess that means that he is giving me my full-fledged pilot's license.

Anyhow, here is what happened. The weather has been so bad here in Ardmore since I soloed last week that I had not been able to go flying. But yesterday I wasn't about to let low ceilings and visibility, and a little freezing drizzle stop me from flying up to Oklahoma City, for a steak dinner, and back. I was pretty proud of having soloed in only 6 hours, so I invited my next door neighbor to go with me.

Well, on the way to the airport the road was icy and our car slid in the ditch. I can see why they say that the most dangerous part of a trip is the drive to the airport. When we arrived at the airport there were still a few snow showers around but the freezing drizzle had almost stopped. I found out that the airplane I had been flying was covered with ice. You can imagine my disappointment. Just then a friendly young line boy suggested that I take one of the airplanes that was in the hangar. I think he called it a 337 Skymaster. I noticed right away that it had two tails, and even a spare engine in back.



*The Cessna 337 Skymaster is a fast, beautiful airplane with twin engines, one pusher and one puller.*

Photo Courtesy of Clay Miller and Jennifer Jensen, Cessna Owners' Org.

**See “Dear FISDO”** (Continued on page 7)

## Long, Long Cross Country

By Gary Matson

Long cross country flights are my favorite. They're enjoyable challenges for planning routes, using different airports, talking to controllers in unfamiliar airspace, and just taking advantage of the highly evolved aviation support system we GA pilots are privileged to enjoy. Sure, a Cessna 150 is almost no one's idea of a way to get from Missoula to Lincoln, Nebraska; from there to Phoenix; and then back home. Anything bigger and faster would be better. Well, nuts to knots! I just savor the leisure contemplation of things finer than navels.

For example, there are spectacular vistas like Yellowstone, the Black Hills, and the vast and colorful canyons of Utah and Arizona. A C-150 gives you plenty of time to appreciate all of these (almost indefinitely with enough of a headwind)!

Some of the best encounters on my trip were with pleasant and proficient Flight Service briefers. At least in my experience, the awkwardness early in the FSS transition from the FAA to Lockheed Martin is over. I was also repeatedly impressed with



the accuracy of aviation charts. With their help, I could spot key points on routes new to me, using accurate depictions of land forms, lakes, bends in rivers, roads, etc. Beats me, though, how anyone can use a chart to distinguish among the towns in the Great Plains States. All have a grain elevator, a railroad, usually a small airport, and are surrounded by center pivot irrigated fields.

More of the best things were some special airports: Friendly, welcoming, well endowed not just with fuel and comfort but with courtesy and efficiency. If you can, visit the airports at O'Neill, Nebraska, and Lamar, Colorado.

Admittedly, there are down sides. Here is a short quiz to illustrate some least favorite events of my trip.

1. When you repeatedly run your credit card at a self fueling pump and it's still dead as a doornail, you can:

**See "X-C"** (Continued on page 8)

**"Dear FISDO"** (Continued from page 6)

The takeoff was one of my best, and as I carefully left the pattern I noticed that the Skymaster doesn't climb good on its one regular engine. I went right on up into the clouds. It was pretty much smooth flying, and with the ice and snow that seemed to be forming all over the windshield, there wasn't much to see. Something was wrong with the altimeter, though, because it kept winding and unwinding all the time.

Finally I decided we had flown about long enough to be in Oklahoma City, but when I came down to look for the airport there wasn't anything there except a lot of houses. I decided that my neighbor should see how beautiful it was, and the way the lightning of the nearby thunderstorm seemed to turn that snow on the roof tops all yellow. But he didn't respond. I guess he was asleep, and I didn't want to wake him up.

Anyway, just then I had an emergency. The front engine ran out of gas. It really didn't worry me since I had read the book, and knew right where the other ignition switch was. I just fired up the spare engine on the back and we kept on going.

It was apparent that I would have to go down lower and keep a sharp eye in such bad weather. I was glad that my neighbor was asleep because it was pretty dark under the thunderstorm cloud. The landing lights were not very bright either. Several cars ran off the road when we passed, and you can sure see what they

mean about flying being a lot safer than driving.

To make a long story short, I finally spotted Tinker Air Force Base, and I decided to land there. I could already see a red-colored light in the control tower, so I knew they were still celebrating Christmas and we were welcome. Evidently they were expecting somebody to come in and land, because they kept talking about clearing the airspace for some damned stupid, incompetent SOB up in the clouds. I wanted to be helpful so I landed on the taxiway to be out of the way in case that other fellow needed the runway. A lot of people came running out waving at us. It was pretty evident that they had never seen a Skymaster land on a taxiway before.

Well, that's about all. After your two FAA inspectors left, the weather got really bad so I got one of the Air Force guys to drive me to where I could rent a car to drive back home. My neighbor stayed at the hospital there in Oklahoma City. Poor fellow, nobody could wake him up. Let me know if you need anything else, and by the way, send my new pilot's license Airmail Special Delivery. I can't wait for my next flight!

Very truly yours,

Thurman J. Mudbojne



“X-C” (Continued from page 7)

- a. Use spit, polish, Mountain Dew, potato chip grease, or donut powder on your card’s magnetic strip
  - b. Exercise words from your “special vocabulary”, spoken with great feeling
  - c. Go and find someone who works there (if they haven’t already called 911 to come get the lunatic at their gas pump)
  - d. All of the above
2. When you taxi up near a large Phillips sign by a gas pump, and when that gas pump is near a commercial terminal at a small, uncontrolled airport (like, say, Show Low, Arizona), and when there’s no clue about how to use the dang blang pump, and when there’s no visible sign of life in the nearest building, and in your search for help you encounter big, fat, red lines painted rectangularly on the tarmac, you should:
- a. Keep going past the line, you’ll probably find someone behind those big doors ahead
  - b. Keep going past the line, the TSA officer probably knows how to use the pump
  - c. Look for a sign on a gate, with 1/8” high letters
3. When you land at a very large, controlled airport with 3 runways and multiple taxiways that appear to have been designed by a kindergarten class experiencing a ruler and a compass for the first time (like, say, Phoenix-Mesa Gateway), and you wind up at a place offering no clue of what it is:
- a. Keep going, you’ll probably eventually find the GA terminal, maybe just over there past those military-looking aircraft
  - b. Ask Ground if they’ll give you taxi instructions to the GA terminal
4. When you squeeze a C-150 flight from Phoenix to Missoula into a single day because it is separated on either side by bad weather days, you should expect your passenger to greet the final stop in Missoula with the words:
- a. “Gee, that was swell! I love sitting and not moving for 12 hours!”
  - b. “Gee, that was swell! I love not having feeling in one of my legs!”
  - c. “That’s it flyboy! Next long trip, take a sardine!”



**Montana Aeronautics Division announces the Twenty Fifth Montana Aviation Conference**  
**This year’s conference will be March 5-7 in Billings, at the Holiday Inn Grand.**

The conference is widely known and well attended.

Phone the Holiday Inn to make reservations; reference the Montana Aviation Conference:

(877) 554-7263 or (406) 248-7701.

The registration form will be in the Aeronautics Division December newsletter, Montana and the Sky:

<http://www.mdt.mt.gov/publications/newsletters/aeronews.shtml>

**We’re on Your Frequency**

*MSO GA News thanks Sherry Knight Rossiter, Steve Rossiter, and Chris Hart for contributing to this newsletter! Also, thanks to Greg Phillips, Cris Jensen, Cathy Tortorelli, and John van Woensel for their reviews. If you’d like to earn cash in your spare time, write for something else. But... if you have something interesting to write about for free we’d like to put it in the newsletter and share it with the Missoula aviation community! Long (about 500 words), short, funny, serious... whatever. The next issue will be coming in the winter quarter. Interested in contributing? Contact the editor (see below).*

*MSO GA NEWS is published in Missoula Montana by Missoula International Airport and The Experimental Aircraft Association (EAA) Chapter 517.*

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*EAA Chapter 517: eaachapter517@aol.com • www.eaa517.org*

## MISSOULA AVIATION WEB SITES

Missoula International Airport: <http://www.flymissoula.com>  
Minuteman Aviation: <http://www.minutemanaviation.com>  
Neptune Aviation: <http://www.neptuneaviation.com>  
Northstar Air Express: <http://www.northstarmso.com>  
Life Flight: <http://www.saintpatrick.org/index.php?view=lifeflight.main>  
EAA Chapter 517: <http://www.eaa517.org>  
MPA: <http://www.montanapilots.org/>  
Smokejumper aircraft: <http://www.fs.fed.us/fire/people/smokejumpers/aircraft.html>  
WINGS: <http://www.faasafety.gov>  
Current TFR: <http://airspace.nifc.gov/>

### EAA Chapter 517

The Experimental Aircraft Association meets on the 3<sup>rd</sup> Monday of each month, with meeting location alternating between the Chapter Hangar at Stevensville and the Missoula Airport Conference Room.

For chapter news, visit the web site: <http://www.eaa517.org>

### MPA Five Valleys Hangar

The Montana Pilots Association meets the first Monday of each Month, 7 PM, Airport Conference Room, Missoula. For both statewide and local hangar news, visit the MPA web site: <http://www.montanapilots.org/>



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### Mailed *MSO GA News* available only by request

*If you'd like to receive it by mail, please send a note to Gary Matson, PO Box 308, Milltown MT 59851 (best) or call Gary at 370-6584 (2<sup>nd</sup> best).*

*If you're not receiving notice of the newsletters by e-mail and want to be notified in the future, please contact Gary: [gmatson@montana.com](mailto:gmatson@montana.com).*

Current and past newsletters are available on both the Airport and EAA Chapter 517 web sites