

Winter, 2008

Airport Master Planners Deliver GA Hangar Sites

By Gary Matson

Charged by the Missoula County Airport Authority to produce a Concept Plan for General Aviation as a priority, CH2MHILL delivered the plan at the February 13th Study Resource Committee meeting. The GA Concept Plan identifies sites for immediate and long-term GA development at the airport, ensuring that potential sites for hangars, taxiways, and FBO growth are identified early in the planning process. Set aside in this way, these sites won't be impacted by other Airport development plans for facilities like the terminal, parking, and eventually the need for an additional runway.

At the current planning stage, details of access, infrastructure, and final site location for GA hangars remain to be completed in the future. Meanwhile, however, planners have studied the sites identified in the Concept Plan, identified potential solutions for siting issues, and offer them as feasible options.

Areas for future GA use have been planned for two locations on the Airport, one near Minuteman and the other near Northstar (see illustrations). Each site includes areas set aside to serve all

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Quality Control at Your FBO

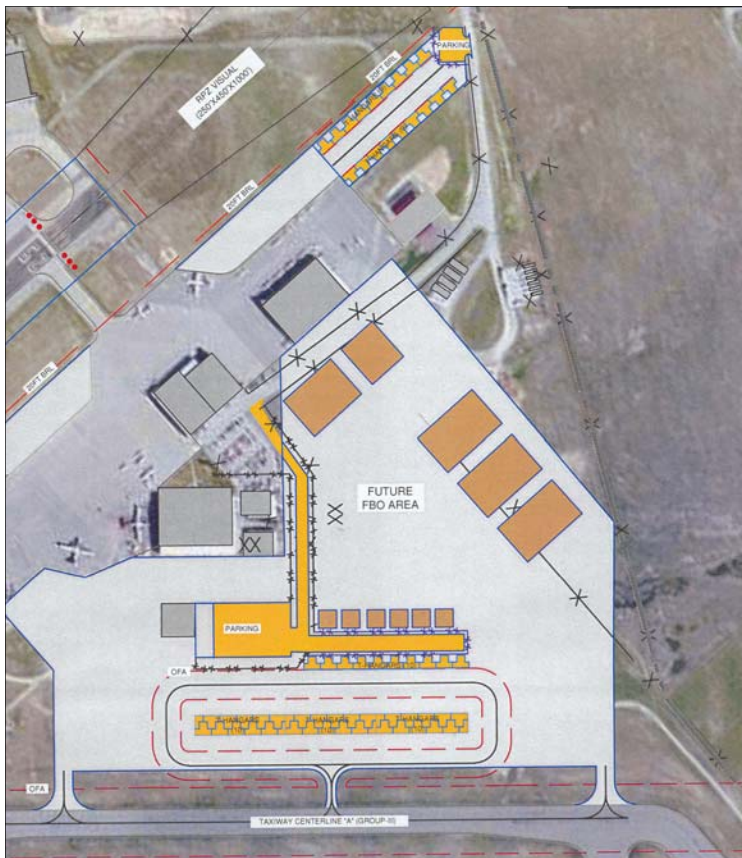
By Chris Hart

Whether you're a pilot of a Cessna 172 or a Boeing 747, you have in common a need for clean, dry aviation fuel. In this edition of MSO GA News, we will show you some of the quality control tests and procedures your local FBO's perform every day to ensure you're getting fuel that meets or exceeds industry standards.

Two of the most common contaminants found in aviation fuel include water, and solid particulates. Both Jet-A and 100LL aviation fuels may become contaminated with water, especially in climates such as Montana where hot and cold temperature swings are common, leading to condensation of water in fuel tanks. Condensation may occur in any fuel storage tank, including tanks in fuel farms, mobile refueler trucks, and even fuel tanks in the aircraft itself. Fuel sumping is important in detecting water that may be present in aviation fuels, whether condensed in the aircraft's fuel tanks, or introduced during fueling from a contaminated fuel storage tank.

What about solid particulates? While many advancements have been made over the years, and many new corrosion-

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GA hangars and potential development near Northstar (left) and Minuteman (right). Light orange – near-term; Dark orange – long-term. Graphics by CH2MHill.

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resistant materials are becoming more common these days, the fact remains that aviation fuel is still stored in steel tanks and pumped through metal piping systems. It is a fact of life that as fuel systems age, corrosion can occur which can shed particulate matter into the fuel stream. But particulates can come from outside sources as well. Fuel is delivered to airports through aging pipeline networks that crisscross the nation, tanker trucks traveling over dusty highways, and railroad cars which are exposed to rail dust and various environmental conditions. Any of these methods of transportation have the capability of introducing some form of contamination into the fuel that will eventually find its way to your local airport.

“Wait a minute, are you telling me all this junk is going into my airplane?” Absolutely not. Thanks to high quality filtration systems and stringent quality control programs, these contaminants are removed well before any fuel is pumped into your aircraft. Aviation fuel is filtered when it leaves the refinery, as well as when it arrives at the bulk storage facility here in Missoula. The fuel is then filtered a minimum of 4 more times before it’s finally dispensed into your plane using multi-stage aviation fuel filters which are capable of absorbing water down to 5 parts per million, and can remove solid particulates as small as one-half micrometer in size. That’s one millionth of a meter. For comparison, a human hair is about 50 micrometers in diameter.

But how can we absolutely know for sure that both water contamination and solid particulates are being properly filtered and that the fuel meets stringent clean and dry standards? Missoula’s two fixed base operators, Northstar Air Express and Minuteman Jet Center, both have rigid quality control programs in place which are used to ensure their fuel meets or exceeds purity standards. Only qualified trained staff may receive, maintain and dispense fuels, and recurrent training ensures that their staff remains proficient in handling your fuels.

So let’s take a look at some of the quality control procedures that are used to ensure you’re getting only the best fuel for your aircraft. For starters, fuel is delivered to the airport in dedicated

tanker trucks. 100LL is only delivered in a tanker that exclusively carries 100LL, and Jet-A is only delivered in a tanker that exclusively carries Jet-A. This eliminates the possibility of contamination with other fuels, such as kerosene-based heating oil, or motor vehicle gasolines. Fuel leaving the fuel storage facility is tested prior to delivery to the FBO’s fuel farm at the airport. On arrival, both Jet-A and 100LL are again tested by a representative of the FBO to ensure purity of the delivered product, and to confirm the fuel has not been cross-contaminated with another product.

One of the most common quality control checks is called the appearance test. With adequate settling time, the majority of free-water and solid contaminants, if present, will normally settle to the bottom of a fuel tank or system low-point. The FBO representative will use a special, porcelain-coated white bucket to pull a sample of the fuel being tested. Any water or solid contamination will reveal itself against the white background. The sample is graded and recorded using the “Color and Particle Assessment Rating Guide.” A similar procedure, the “Clear and Bright” test, is performed by filling a glass jar with fuel. The fuel is then swirled and examined for traces of contamination at the bottom of the vortex. If the contamination cannot be eliminated, the load is rejected.

But what about water we can’t see with our own eyes? Jet fuel has the ability to absorb moisture from the atmosphere. This invisible moisture can then condense into visible water droplets



*The clear and bright test is performed to verify the proper grade of fuel and to detect water or solid particulates.
Photo by Chris Hart*

as an aircraft ascends to higher altitudes and colder temperatures where the water can then freeze, starving aircraft engines of fuel. Simple field tests can be performed to detect the presence of suspended water in jet fuels. One version, called the Hydrokit, is performed by drawing a sample of fuel into a sealed test tube where the fuel mixes with a powder. If no water is present, the mixture appears white. If water is detected, the powder and fuel mixture will turn a bright pink color, indicating suspended water in the fuel. Most FBO’s have some form of water detection kit



*Performing a visual appearance test using a white bucket to detect the presence of water or solid contamination.
Photo by Chris Hart.*

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THE ART OF FLYING

By Art Dykstra

Trinkets and shiny baubles

For Centuries man has been drawn to the Siren Song of flashing lights and cool looking gadgets. If it has any kind of glow in the dark, backlit LED, Batman decoder ring feature on it, we just have to have it.

One of the best examples is exhibit "A", the strip in Las Vegas. Whoever puts on the biggest spectacle, (Lions, Volcanoes and Ships, Oh My!), will bring in the masses to happily part with their hard earned money. For the Aviation crowd, I offer exhibit "B", Avionics. The same principle holds true, a lot of effort is put into flashing, blinking lights and multi-color displays to lure Joe and Jane Pilot into putting off Little Sally's braces for another year so the family plane will be "safer" with a new WAAS/GPS/MFD/TCAS/HUD.



This, in my humble outspoken opinion, is one of the biggest lies ever force fed to General Aviation. Electronic equipment does NOT make you a better pilot. I have flown with pilots that have had every new fangled, wizbang gadget ever made and they still struggled with the basic situational concept of where, how

far and what's coming up next. They were so consumed by the button pushing inside the plane they forgot the big picture outside the plane.

The flip side is that there are lots of pilots out flying behind very basic panels that know exactly where they are at all times. The route is planned out to the minute, the frequencies and airport diagrams have been reviewed. They aren't sitting there waiting for the panel to tell them what to do; they are Proactive rather than Reactive.

The only thing fancy Avionics do for you is make your life easier, if you know how to run them. An E6B, plotter and sectional will give you the same information as "Direct to" in a GPS, and looking out the front window is much better traffic avoidance than relying on TCAS. Remember that if the other aircraft doesn't have a transponder it won't show up on the "Fish Finder".

Just to set the record straight, I love the new stuff! You couldn't find another pilot who likes the new Avionics more than me! If I am flying a high performance aircraft or flying IFR, I will take every electronic aid you can fit in the panel. A competent IFR pilot that is proficient operating the latest Avionics has a huge safety advantage over the old VOR/DME airway crowd. Moving maps and weather up links, have made the decision making process much easier for the pilot in the air. But you can't use your checkbook to "buy" better pilot skills. You wouldn't put new shingles on a roof that has rotten trusses.

So if you find yourself being drawn into the lure of Trinkets and Shiny baubles, ask yourself if you are willing to spend the time needed to read the manual (all of it, not just the quick reference!) and get proficient on the ground with a power cart if need be. If you can't honestly say yes, then don't buy a false sense of security.

You have to be the one telling the panel what to do, not the other way around!

Fly Safe!



Airport Master Plan Update Moves Forward

By Gary Matson

CH2MHILL planners updated their progress at a February 13, 2008 meeting of the Airport's Study Resource Committee. The GA Concept Plan is complete, with details to follow in the subsequent master plan chapters: Demand/Capacity and Facility Requirements, Alternatives Analysis, and finally with the FAA-approved Airport Layout Plan. Crosswind Runway 7/25 should be maintained as-is, and multiple GA locations are adequate for short-term development. Control Tower line-of-sight was considered for the initial hangar sites. For long term GA development the relocation of the tower will alleviate any issues that could arise with the current tower.

To assist the Master Planning efforts, the Missoula County Chamber of Commerce surveyed its members about the Missoula Airport and received 204 responses, the highest response rate

they have ever experienced. The average respondent flew out of MSO 4.5 times annually. Spokane was used as an alternative airport by less than 1% of respondents, a lower than expected percentage. About half of respondents flew for business, half for pleasure. MSO is rated well for services, but greater flight availability is desired, with more service and competition.

The draft MPU Forecast was completed and shared with the SRC members. Planners forecast a growth in enplanements (number of passengers boarding) from an observed level of 275,125 in 2006 to 457,730 over a 20 year period. Interestingly, total commercial aircraft operations increased more slowly because of the trend for regional carriers to use jets and turboprops with more passenger capacity.

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Plan (Continued from page 3)

Demand/Capacity of the airfield was also determined. It was revealed that the Airport has an hourly capacity of 63 VFR operations or 56 IFR, and an annual capacity of approximately 205,000 operations. The FAA recommends airports plan for runway capacity improvements when use is 60-75% of capacity. Missoula's operations are forecast to increase to 69,000 by 2026, and this 34% rate of utilization does not indicate the need for a second runway during the 20-year planning period.

Adequacy of runway length is measured by the distance of the trip being taken by departing aircraft, as departing aircraft require more runway than landing aircraft. Required runway length is determined using individual aircraft manufacturer's performance charts. Factors considered in the charts include the airport elevation, assumed "hot day" conditions, and stage length (airline stage lengths at MSO are 600, 900, and 1,200 NM). A stage length of 900 nautical miles can be flown at full loads by all existing commercial aircraft types departing from the "spoke" MSO (contrasting to departures from "hub" airports). Planners concluded that Runway 11/29 is adequate for the 20 year planning period; however, in the most constraining operating conditions (hot day, 1,200 NM stage length, wet runway), only

the largest aircraft forecast to use MSO (MD-80, 737-900) would be constrained in their payload by the length of the runway.

Planners also evaluated the presence of obstructions to navigable airspace and found only minor issues present at MSO, which can be easily remedied. They took a look at terminal requirements, and found that a future size of 250,000 – 300,000 square feet should be planned, with 2 to 5 gates being added. An updated aerial photo of the airport has been done, a utility locations/capacity survey draft is complete, and an Environmental Compliance Assessment has shown compliance with all state and federal permits and regulations, with minor improvements recommended for things such as labeling and administrative tasks.

The CH2MHILL planners will continue the Master Plan Update with activity in several areas including finalizing and obtaining FAA approval of the Forecast Chapter, determination of required airport facilities, Nonavigation Development Planning, a pavement condition survey, the completion of Airport Layout Plan Drawings, and a possible airport-wide utility survey. The fourth Study Resource Committee meeting will be held soon, along with the first of two public outreach meetings.



One BIG Truck

By Chris Hart

Missoula International Airport's new fire truck has been making quite an impression this month as officials from the Public Safety Department take the shiny new vehicle out for a series of test drives around the airport.

The Oshkosh Striker 1500 is a specialized rapid intervention Aircraft Rescue and Fire Fighting (ARFF) vehicle built by the Oshkosh Truck Corporation in Wisconsin. Thanks to input from firefighters around the country, the Striker offers wide doors that allow easy entrance and exit, and superior visibility with more than 80 square feet of glass. Firefighters get a panoramic view of the scene with excellent forward, upward and lateral visibility. The cab itself is spacious, comfortable and firefighter friendly. The Striker features a wraparound cockpit-style instrument panel with easy-to-read gauges.

The Striker's Caterpillar C16 diesel engine puts out over 680 horsepower at 2100RPM. Coupled to an Allison 4800 EVS 4x4 automatic transmission, this monster boasts a massive 1950 ft. lbs. of torque at 1400 RPM. The in-line six cylinder power plant pours out plenty of scoot, capable of launching the 58,000 pound Striker from 0 to 50 MPH in 25 seconds with a full load. The Striker is equipped with the Oshkosh TAK-4 all wheel, fully independent suspension, and wears 24R21 XZL Michelin tires on wheels painted bright green to match the vehicles exterior color.

But what kind of firepower does the new truck have? How about a corrosion resistant 1500 gallon water tank coupled to a 750 GPM roof turret, and a 300 GPM bumper turret, both of which are operated from inside the cab with electric joystick control systems. The truck also features fire fighting hoses with pistol grip nozzles, exterior lighting, anti-lock brakes, and a top speed of 70 miles per hour.

MSO's Oshkosh Striker 1500 sets a new standard in airport fire fighting vehicles, and will further enhance safety at Missoula

International Airport. The new fire truck joins another ARFF vehicle already in service, and just last year, the Airport Authority completed construction of a second fire station adjacent to the main passenger terminal.



Oshkosh Striker 1500 ARFF vehicle. Photo by Chris Hart.

Missoula area pilots go on "flyouts" every flyable weekend.

To get flyout announcements, contact Gary Weyermann: gweyermann@msn.com

(GA Hangars *Continued from page 1*)

types of existing and forecast aircraft owners, from single engine aircraft to corporate jets.

At the Minuteman site, planners wrestled with two issues: User access and Forest Service needs during the fire season. A potential location for a road into the GA hangar area has been identified, which would be isolated from the active taxiway Golf by a fence. The access road has been challenging because it is not good airport practice to blend landside (motor vehicular) traffic and airside (aircraft) traffic. Also, planners added a bypass route to the west of Golf to minimize the potential conflict between firefighting tankers and GA aircraft. These issues will continue to be examined as the planning process moves forward towards the final FAA-approved "Airport Layout Plan" and during detailed engineering design.

At the Northstar site, there are fewer spatial constraints and access is less of an issue. Although there is no forecast for an additional FBO at the Airport anytime soon, the FAA requires that space for such growth be allocated should there be a demand at some future time for an additional FBO.

So... the Airport has done what GA pilots began asking for on June 8, 2005, at a meeting with the Board's GA Committee. Bob

(Quality *Continued from page 2*)

available, and pilots can request the test be performed prior to jet fuel being delivered into their aircraft.

So your FBO representative has performed a visual appearance test and a clear and bright test, and everything looks good. He's also performed a free water detection test and found that the fuel is free of suspended water. Now its time to confirm the load of new fuel hasn't been contaminated by another grade of product during transport by performing an API (American Petroleum Institute) Gravity Test. In this test, a thermo-hydrometer is placed into a column of fuel and allowed to sit until the readings stabilize. The observed temperature and gravity readings are then corrected to a standard temperature of 60°F. These readings are then compared to the shipping documents that accompany each fuel delivery. Once a batch of fuel is produced at a refinery, its corrected gravity remains constant. While slight differences in test results may occur, a change greater than 1.0 degree API warrants either investigation or rejection of that load of fuel.

After all the tests are completed and the representative is satisfied the fuel is acceptable for use, he or she signs the shipping documents and takes ownership of the fuel, which is now pumped into the FBO's storage tanks. But is that it? Does the FBO only test the fuel when it's delivered, and then forget about it? What if the fuel sits for a week or more? 100 LL and Jet-A fuels are tested and re-tested every morning, seven days a week, weekends, holidays, rain or shine. The results of these tests are recorded each day on inspection sheets which are retained on file for several years. Each day, in addition to these quality control

Brunson first called to pilots' attention that we were going to be losing hangars to Airport parking lot expansion and we'd better get busy figuring out how to replace them. Since that time, several pilots have participated in painstaking efforts to bring the GA Hangar Lease Agreement and the Airport Primary Guiding Documents up to date. The provisions of these two documents had held back GA development at MSO, and have been revised to be acceptable to both the Airport and Pilots. The final barrier to beginning GA hangar construction was removed when acceptable sites were identified in the Airport Master Plan Update.

With the Concept Plan for GA complete, **the ball is now in our (pilots') court!** The Airport has made a site available for T-hangar construction this summer, 2008, although details for site development of larger, box hangars have not been completed. Several pilots have been working hard to identify lowest cost options for "T-hangars" and similar units. We'll be getting together soon with all interested pilots to consider making final commitments for building this summer. Gary Matson has an e-mail contact list for all pilots interested in T-hangars. If you're interested and didn't receive an e-mail message dated March 5th, 2008, please contact him: gjmatson@montana.com 370-6584.

checks, the FBO representative also checks filter samples, differential pressure readings which measure the efficiency of fuel filtration systems, nozzle pressure readings, and fire extinguishers. Every month, they perform a Millipore particle assessment test to verify the effectiveness of the filtration systems, and inspect nozzle screens and emergency shutdown systems. They also look at tank interiors and hoses for wear or deterioration. Every year, water defense systems are inspected, and fuel filters are tested or replaced with new elements. In some cases, entire

fuel storage tanks are completely drained so they can be inspected from the inside and cleaned by a certified tank inspection company.

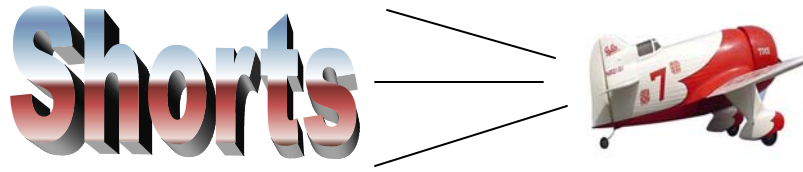
Missoula's fixed base operators take their quality assurance programs very seriously. Their representatives are highly trained and attend quality control and fire safety seminars throughout the country to ensure they're QC programs are the best in the nation. Along with internal audits, inspections are routinely performed by outside sources to ensure procedures are being followed and inspections are being performed properly. Pilots fueling their aircraft can depart with the confidence that their fuel is of the highest quality,

uncontaminated and capable of delivering the performance you expect from your aircraft. As the pilot in command, however, you are the last line of defense. Sumping your aircraft is the final link in a very long chain that stretches all the way from the refinery to the cockpit. While your FBO takes every measure and precaution to provide you with the highest quality fuel available, it ultimately comes down to you making the go or no-go decision to fly.



The Hydrokit test detects the presence of suspended water in jet fuel. Photo by Chris Hart.

Handwritten mark



Fuel flowage fee increase

The Airport Board of Commissioners at its January 29th meeting allocated \$200,000 for GA development and by resolution approved a 5 cent per gallon fuel flowage fee increase to reimburse the allocation. The entire amount is available for immediate use, and will be reimbursed over a period of 10 years. At the end of the period, the Airport Authority will evaluate whether the flowage fee should be continued. The Average fuel flowage fee, statewide, is 8 cents per gallon. Missoula's increase of 5 cents took effect March 1, 2008, and the new MSO fuel flowage fee now totals 10 cents.

Cris Jensen, A.A.E.

Airport Director Cris Jensen recently completed requirements for certification by the American Association of Airport Executives. The Association is a national organization that strengthens professionalism through conferences, workshops, and continuing education. To become accredited, Cris was required to pass both written and oral examinations and to complete a proctored essay exam. The achievement is recognized by the letters "A.A.E." on the signature line, which stand for "Accredited Airport Executive." MSO also has an accredited Financial Manager, Teri Norcross, A.A.E.

Mountain Line gets help from MSO

The Airport's Deputy Director, Greg Phillips, has been appointed to the Missoula Urban Transportation Board. The board makes policies for the Missoula Urban Transportation District (Mountain Line) and oversees the establishment, operation, improvement, maintenance, and administration of the district.

Runway 11/29 reconstruction is award-winning project

LS Jensen Construction & Ready Mix received at the January Annual Convention of the Montana Contractor's Association an Excellence Award, honoring exceptional construction projects within the State. Kevin Allen attended the January Airport Board meeting and announced the award, recognizing the significant role of teamwork in accomplishing the exceptionally challenging runway reconstruction and thanking team participants. Airport Director Cris Jensen praised the teamwork as well, giving special recognition to Dennis Chudy and other Airport Staff for the roles they played in overcoming obstacles, and completing the project on schedule and with minimum inconvenience for Airport users. Besides LS Jensen and the Airport, other team members cited by Allen are: FAA, CH2MHill, Blehnik Construction, Helena Sand and Gravel, and Goose Bay. Major subcontractors include Pavlik Electric, Pramark, Territorial-Landworks, Strata Geotechnical Engineering and Material Testing, Valley Landscaping, Valentine Surfacing, Pen Hall Grooving, Paveset America and Road Products. Quite a list! Much more to these projects than can be appreciated by casual observation!

Control Tower Environmental Assessment

Representatives of Barnard Dunkelberg & Co., an airport planning firm based in Tulsa, Oklahoma, held "scoping meetings" in Missoula on February 13th. A mid-day meeting at the Airport was followed by a second, public meeting that evening. The purposes of the meetings were to create public awareness of the project and receive public input about potential environmental impacts that may result from the new control tower construction. No environmental concerns were raised at the SRC meeting.

Safety concerns underlie the need for the new control tower, among them being visibility issues from the tower to some parts of the Airport. A primary site has been identified for the new tower, south of the present 11/29 and near the possible future location of a new runway parallel to 11/29. Most of the control tower funding is in place, and the project may be completed within 4-5 years.

ATIS ain't, late

Incoming pilots can't use their radios to get MSO weather "after hours." ATIS (Automated Terminal Information Service) provides weather by radio only during the hours of control tower operation. An automated system, ASOS (Automated Surface Observing System) provides current weather around the clock but is available only phone. After control tower hours, this system is of no use to pilots because FCC regulations prohibit the use of cell phones while airborne. The alternative of dragging a phone line behind the plane appears to be impractical.

Cris Jensen and Paul Stafford have had the issue of continuous radio access to MSO weather on their agendas for more than a year. The FAA has specified circuitry to allow ASOS weather to be broadcast as well as received by phone, but the gadgets are not available. The latest word, based on conversations between Airport staff and the FAA during the Montana Aviation Conference, is that the issue is on a front burner; progress expected "soon".

LOCAL AVIATION HISTORY

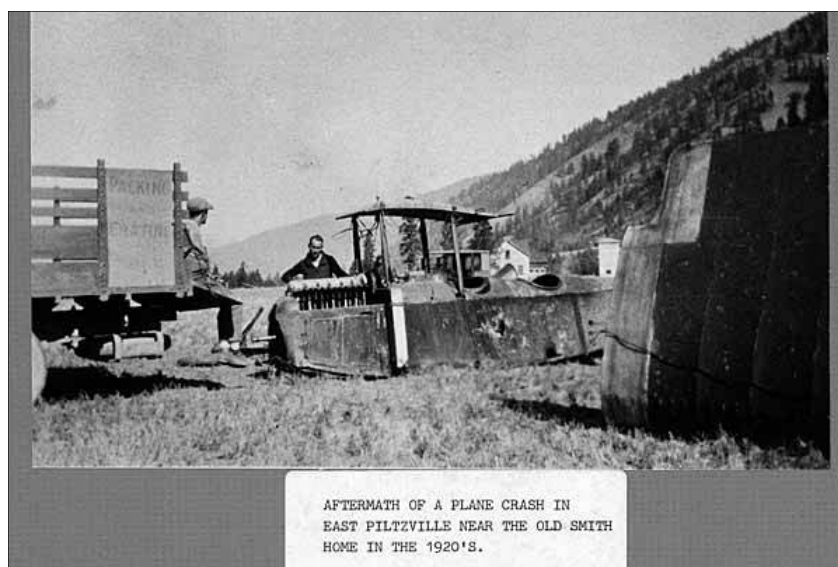
By Gary Matson

One of the spinoffs from the Milltown Superfund Site clean-up has been a renewed interest in the area's local history. Residents anticipate big changes in Milltown/Bonner, and have begun to gather and share stories and photographs. Former Bonner School Superintendent Jack Demmons and others in the community had in the mid 1970's collected hundreds of historical photographs, which had been stored at the School. The resurgence of interest, and funding for historical mitigation from the Superfund Site Responsible Parties, enabled the digitizing of the collection. The photo collection will soon be available to the public through the UM Archives online services.

Two gleanings from the "Demmons Collection" are below. There is no information about the "crash" in Piltzville (a neighborhood just east of Bonner). Kim Briggeman provided this paragraph sketch about the Lindbergh photo:

"After his historic solo flight across the Atlantic in 1927, Charles Lindbergh made a nationwide victory tour promoting air travel. His journeys took him to western Montana, where he spent a few days relaxing at an Anaconda Company executive's cabin on what's now Lindbergh Lake.

"Dad was very pleased when Bonner School was honored by Charles E. Lindbergh. Mr. Lindbergh circled the school and dropped a greeting to the school. In the years that have passed the paper has been misplaced." – Jean Akin Stempke (Bonner School 1933), daughter of long-time principal William Akin, "A Grassroots Tribute: The Story of Bonner, Montana" (1976)"



AFTERMATH OF A PLANE CRASH IN EAST PILTZVILLE NEAR THE OLD SMITH HOME IN THE 1920'S.

Piltzville, Montana crash site (left) Charles Lindbergh at the A.C.M executive cabin, 1927.

Photos courtesy of Demmons Collection.



JOE BOUCHARD COL. CHARLES LINDBERGH W. C. LUBRECHT
A.C.M. PARTY FOR "LINDY" - 1927 - LINDBERGH LAKE



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.

EAA Chapter 517

The Experimental Aircraft Association meets on the 3rd Monday of each month, with meeting location alternating between the Chapter Hangar at Stevensville and the Missoula Airport Conference Room. The next regular meeting will be March 17th, 7 PM, at Missoula. The main topic of discussion will be pedal plane projects, of which there are two possibilities: P-51 and Gee Bee. 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/>

We're on Your Frequency

*MSO GA News thanks **Chris Hart, and Art Dykstra** for contributing to this newsletter! 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 spring quarter. Interested in contributing? Contact the editor (see below).*

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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>



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