



# MSO GA NEWS



Fall, 2009

## Papa Fox Arrives!

By Gary Matson, MSO GA News

How many people do you know who became a certified pilot as a teenager, served two tours as a pilot in Vietnam, flew helicopters of all types including Huey's, Jet Rangers, and helicopters on floats, flew fixed wing aircraft of all types including Beavers, Grumman S-2 tankers, PBY's, and Citations, served as Airfield Commander at an army base, sold used cars, owned a helicopter and airplane sales business, helped design engine monitors for turbine-powered helicopters, had a 25 year aviation career with the Department of Interior (culminating in the position of National Aviation Safety and Training Manager for the Bureau of Indian Affairs), and is a 9,500 hour pilot holding an Airline Transport Pilot Certificate and Certified Instrument Flight Instructor Certificate in both airplanes and helicopters. Well, if you know Steve Rossiter then you know one of those people, and likely the only.

### Officially "retired," assuming new role

Steve just retired from his position with the BIA, but now is a pilot in a new role: Builder of an Airplane. On October 29, 2009, Steve accepted delivery of a very large box containing all the pieces of a Zenith CH750 airplane. Over the next 6 months, he expects to assemble the pieces, add an engine and avionics, and fly the completed project in the "Light Sport Aircraft" category. He's even got an N-number already: N750PF.

This will be an amazing airplane! Sea level takeoff distance, 100'; landing distance, 125'. Holy liftoff, Batman! Is that an airplane or a helicopter with fixed wings!? At a gross weight of 1320 pounds, it will have a useful load of 545 pounds, cruise at 100 MPH, and carry 24 gallons of fuel that will keep it flying for 4 hours. Adding to the safety of the aircraft is its flaps-down stall speed of 35 MPH. There won't be a

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## THE ART OF FLYING

By Art Dykstra, MSO GA Pilot, CFII,  
Flying Dutchman Aviation

### "It's Not Unusual"

I have been spending a little bit of time recently, in the "Unusual Attitude" world of Aerobatics, not anything on the ragged edge or Airshow quality, in fact if someone was watching from the ground they would be very UNimpressed, but just enough of a challenge to add a little spark to my flying world.

Aerobatic flying attracts a broad spectrum of pilots, for some it is the thrill and adrenaline rush of yanking and banking, others are looking for the comfort of seeing an unusual attitude and recovering in a controlled environment rather than being surprised by wake turbulence or a rotor cloud, yet another group is drawn to the technical and aerodynamic elements. In my case, it was a little of all three; I combined a Tail wheel endorsement with a basic Aerobatic course to get the most bang for my buck. It gave me confidence in my ability to control an aircraft outside of straight and level flight that later was very beneficial when I started instructing. (You know how crazy those Student pilots are!) The training was good for my

(See "Flying" Continued on page 6)



Michael Kustudia photo

MSO has a new member among its based aircraft. Steve Powell, Russ Read, and Mickey Reese are co-owners of the Citabria Explorer GCBC. Art Dykstra instructs and enjoys the challenges of putting this aerobatic plane through its paces. The aircraft is housed in one of the new "Runway 25" hangars.

# MSO Unveils Airport Capital Improvement Plan

By Gary Matson, MSO GA News

Much more than just another example of our ARAL (acronym-riddled aviation language), the ACIP (Airport Capital Improvement Plan) is a key document in planning the future of the Airport. Deputy Director Greg Phillips presented the Plan to the Airport Authority Board at its October meeting, and to the EAA/MPA meeting in mid November.

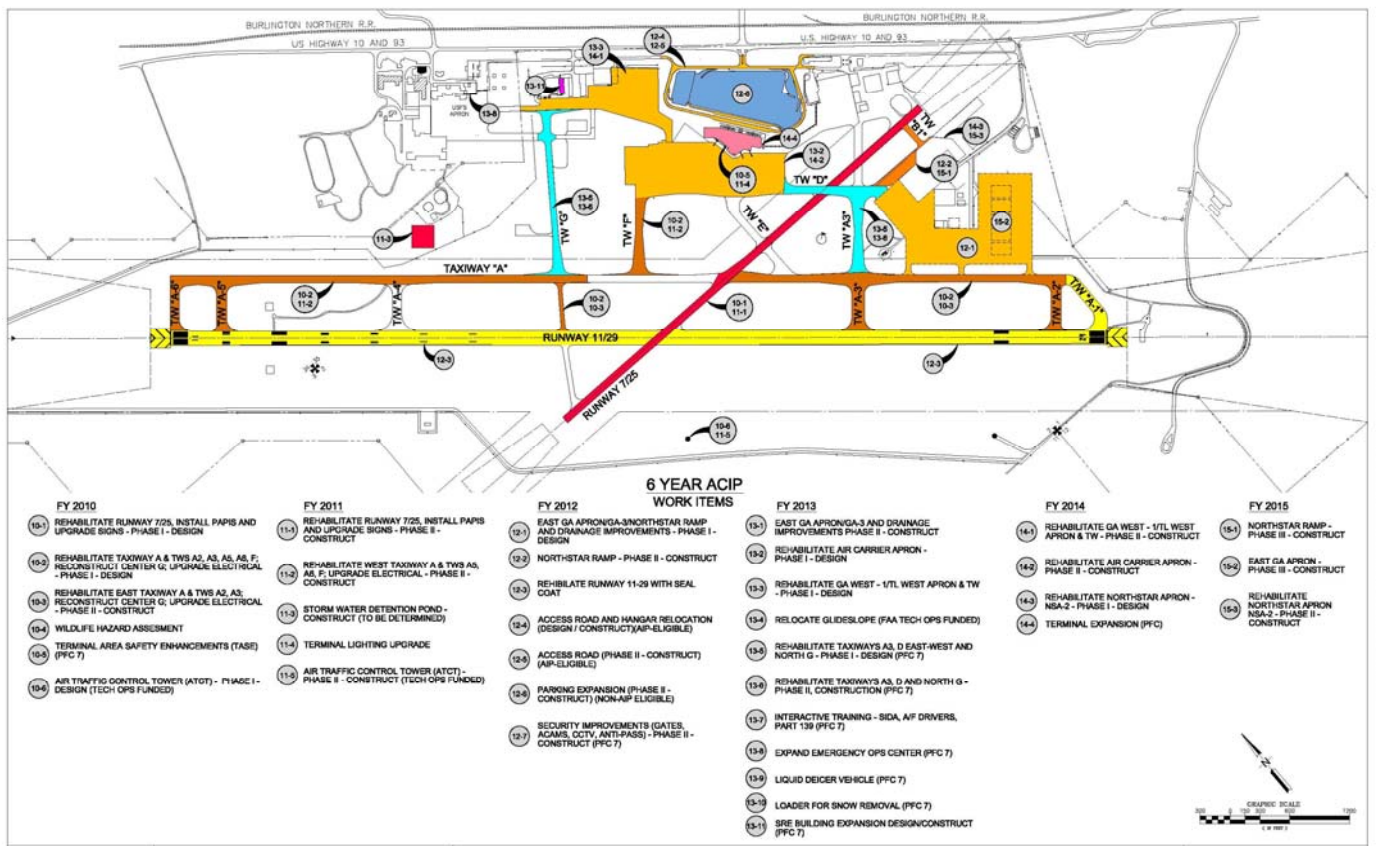
GA pilots have a special interest in Runway 7/25 because it is a “crosswind runway” and also offers shortened taxi distances from some GA aircraft hangars/tiedowns. During FY2010 (the Airport’s fiscal year is from July1 through June 30 each year), all runway edge lights were replaced. FY2011 is the target date for rehabilitating the runway and adding a Runway 7 PAPI (Precision Approach Path Indicator).

Construction of a new air traffic control tower will begin in FY2010. The Environmental Assessment for the project will be done before the end of calendar 2009, and will include a public hearing to publicly present findings. Morrison-Maierle was selected among 8 applicants for both engineering and construction management. Initial engineering and design are underway and are expected to be completed in time to begin

construction in the spring of calendar 2010. The project has a 3 year design/construction window. Possible locations for utilities and sewer are being evaluated.

Parking lot expansion has been a key item of interest for MSO pilots because it would involve the relocation of some GA hangars. The expansion need was more evident in 2007, before the economic slowdown, when there were repeated overflows of the existing parking space because of the high volume of travelers. Recently, parking overflow has been less evident but is expected to recur as the economy recovers. To accommodate parking expansion, several GA hangars will have to be relocated. No funding source has been identified for this project, which is tentatively planned for FY2012.

Other elements of the ACIP of special interest to GA pilots are the full-length, full-width reconstruction of Taxiway A and its connections to Runway 11/29 (FY2010, FY2011), reconstruction of Taxiway G (FY2013), and apron improvements near Minuteman and Northstar (FY2012-FY2015). An expanded “GA Apron” east of Northstar, planned in FY2015, would include potential sites for new hangars.



The Missoula International Airport 6 Year ACIP. Although the chart is small, online viewers of the newsletter will be able to magnify it for good readability.

# New GA Hangars Completed

By Gary Matson, MSO GA News

At this writing, the new construction of “Runway 25 Hangars” is completely done, finished, concluded, wrapped up, and finalized! Owner/pilots, friends, families, builders, and Airport Board and staff members gathered for a “Celebration BBQ” on Sunday, August 16<sup>th</sup>. To coin a phrase, “A good time was had by all.” These hangars are the first ever privately owned hangars at the Missoula International Airport.



*“Celebration BBQ” participants enjoy a first get together at the newly completed “Runway 25 Hangars”. More photos page 9*

Missoula International Airport Board members Janet Donahue, Cliff Larsen, Paul Stafford, and Steve Powell; Airport Director Cris Jensen, and Deputy Director Greg Phillips all shared not only in the BBQ but also in recognizing the hangar project as a unique accomplishment with a long history! Beginning in June, 2005, the Board and, in particular its GA Committee (Paul, Steve, Cliff) worked long and hard along with Cris, Greg, and MSO pilots to update the General Aviation sections of first the GA Hangar Lease Agreement, then the Primary Guiding Documents, and finally the Airport Master Plan. Throughout all these processes, MSO pilots were gratified to have been recognized as important members of the Airport community, and to have had such friendly and cooperative effort directed our way by the Airport Board and staff.

Pilots who gave generously of their time in planning some part of the mechanics for enabling Missoula’s new GA hangars included Steve Rossiter, Don Lorenzen, Ed Lovrien, Hank Butzel, Gary Weyermann, Steve Boyce, Scott Owen, Joe Degen, Art Dykstra, Mark Bretz, Rob Bell, and Mike McCue. Our contractor was Missoula’s Price Construction. Kevin Price and his son, Chad were on-the-ground, hands-on contractors. Concrete work was done by Chapman Concrete. Knife River constructed the taxiway, aprons, and the final

drainage facilities. Knife River’s Steve Benzschawel was a most accommodating help at all stages of the project. Airport Administrative Manager Cathy Tortorelli was tireless in helping with innumerable inquiries and requests, and Receptionist Nancy Van Zant was similarly tireless in her cheerful answering of countless phone calls. Airport Operation Supervisor Dennis Chudy... well, without Dennis and the support he received from Cris and Greg we just wouldn’t have made it. He was always there to help us find a workable crossing for every obstacle.

Hangar owners appointed a management team of Gary Matson, Scott Owen, and Joe Degen to have primary responsibility in creating an LLC for hangar construction, overseeing construction, and transitioning the LLC to the current *Runway 25 Hangars Condominium* association for ongoing operation of the hangars. The meetings with our pleasant and excellent attorney, Gary Chumrau, seemed countless as we reviewed and tailored first the LLC documents, then the condo association documents to fit our need as builders of privately owned GA hangars. Having matured through the stages of legal evolution, 20 members are now owners of the condo hangar association’s 17 hangar units. Two pilots share each of 3 units, and 14 others own their units exclusively or shared with spouses.

One of the early-on construction complications was caused by the soils at MSO, which include a very thick layer of clay just below the surface. Without installing appropriate drainage, water from rain and snowmelt would run laterally from outside the hangars to the soil underneath the concrete slabs where seasonal freeze/thaw cycles would damage the slabs. Missoula engineer Frank Muth is one of our pilot/owners, and he called this to our attention early on. He then went several steps further and personally contributed engineering and oversight for the design and construction of an appropriate drainage system. Because of Frank’s contribution, the full value of owners’ investments in their hangars will not only be greater but also lasting. Thanks, Frank!

I didn’t intend for this article to be such a run-on of credits but the recounting of contributions truly shows the great amount of cooperation and effort that went into this unique and valuable accomplishment! It’s rewarding to see an increasing level of activity at the new hangars, and we expect it will be an anchoring place for many pleasant and useful activities for Missoula General Aviation for a long time to come.



# Global Warming: Man or Nature?

By Gary Matson, MSO GA News

*Author's note: This article is more serious and lengthier than usual for our MSO GA News. I'd prefer writing about something funny, entertaining, or primarily aeronautical. I chose to "get serious" for two reasons. First, as pilots we have a special interest not only in the air we fly in but the effect of regulations about how we do that. Because of concerns about climate change, we'll likely be required in the future to change our fuel and equipment. We'll want to understand the reasons for these changes. Second, as Missoulians and Montanans we have special access to at least two information resources. One is Dr. Steve Running and his newly created Climate Change Studies minor at the University of Montana (<http://www.cfc.umt.edu/CCS/Curriculum.html>). Dr. Running received the Nobel Prize in 2007, as a member of the United Nations Intergovernmental Panel on Climate Change. A second local resource person is Dr. Eric Grimsrud (<http://www.ericgrimsrud.com/>). Dr. Grimsrud lives near Kalispell, having retired from a research and teaching position at Montana State University. He has been "...an active participant in the field of atmospheric chemistry for more than 35 years." As Western Montanans, we will have opportunities, as I already have had, to listen and converse with these two leading climate scientists. I'll welcome your comments to this story: [gjmatson@montana.com](mailto:gjmatson@montana.com)*

General Aviation pilots in our Country are twice blessed with exceptionally broad freedoms: Once as Americans, and again as pilots. We have an infinite range of behavior choices as American citizens. Similarly, a Private Pilot can fly any time of the day or night and in any weather; the choice is entirely the pilot's. As citizens and as pilots, we have opportunities to invest in understanding publicly discussed issues focused towards policy that affects our freedom and quality of life, including how we fly.

Private Pilots share an officially recognized responsibility to be informed. It's defined in Federal Aviation Regulation 91.103: *"Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight."* Of course, in both of our freedom-embracing roles as citizens and as pilots, we sometimes fall short of being familiar with all available information. Still, an effort to understand what is happening to the air we fly in is well-spent, and it's just a tiny stretch to include that effort among those we are expected to make by regulation before we depart on a flight.

Pilots are no different from the general public in having divided opinions on global warming. The July 2009 issue of Aircraft Owners and Pilots Association *AOPA PILOT* featured an article "A Special Report: General Aviation and the Environment." In response, readers' letters to the editor carried strong opinions both supporting and decrying AOPA's "green" handling of the subject. Columnist Ben Visser, in the August 7, 2009 issue of *General Aviation News*, discounted man-caused global warming with his opinion that "...CO<sub>2</sub> is relatively harmless and naturally occurring."

My goal in this article is not to convince any among my fellow pilots that man either is or isn't causing global warming. Instead, I only want to urge that we become as well informed as possible. Having learned much in my professional life about how science works, I'll write a little about that, and about what science can measure in our modern and historic atmospheres. I'll include a note about the official positions of professional scientific organizations.

**Science is a self-correcting process of decision making by testing**, not just a collection of test tubes, electrodes, and laboratories with people in white coats and pocket protectors. The process begins with a "hypothesis", which is a statement about a thing a scientist thinks to be true. It continues with testing through a variety of experiments. The experiments may strengthen or weaken the hypothesis. Next, the scientist publishes conclusions. The process continues by "peer review", during which other scientists evaluate the conclusions and attempt to obtain the same results in their own laboratories. If the process is complicated and exceptionally important, as is the subject of global warming, then hypothesis testing continues for many years. Eventually, more and more scientists may reach a broad consensus that a hypothesis is extremely likely to be correct.

**Anthropogenic global warming (AGW)** is the warming of earth due to the activities of man. More than 100 years ago, the Swedish scientist Svante Arrhenius was the first to hypothesize that the increased carbon dioxide produced by the Industrial Age would result in warming of the atmosphere because of the "greenhouse effect". Since that time, thousands of atmospheric scientists worldwide have studied evidence, tested hypotheses, and developed increasingly comprehensive models. There is broad consensus among the community of trained atmospheric scientists not only that man's activity is drastically increasing atmospheric CO<sub>2</sub> concentration but also that if the rate of CO<sub>2</sub> production continues unchecked the consequences are extremely likely to be catastrophic for all life on Earth (*Holy wilted lettuce, Batman!*). In his book, referenced below, Eric Grimsrud lists major American scientific organizations with position statements confirming AGW: The National Science Academies, the American Meteorological Society, National Research Council, the American Geophysical Union, the Geological Society of America, the American Chemical Society, the American Physical Society, and the American Association of State Climatologists. There is a single one that is noncommittal

(Continued on page 5)

in its position statement about AGW: The American Association of Petroleum Geologists.

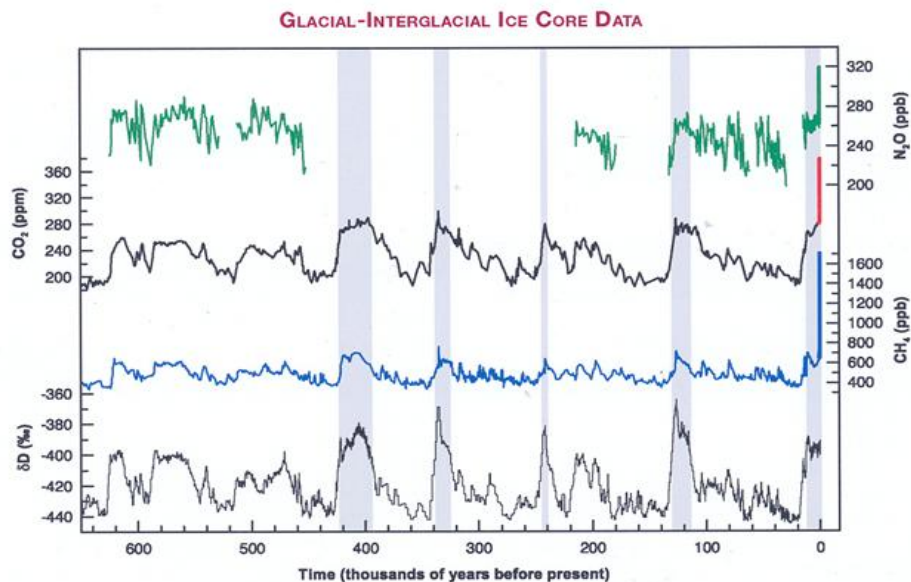
**The known chemical properties of gasses, and measurable evidence supporting AGW** is “indisputable” (no qualified climate, chemical, or physical scientist will disagree): A **greenhouse gas (GHG)** is any gas having more than 2 atoms. These gasses reflect infrared back towards earth, warming it. Besides CO<sub>2</sub>, other important GHG are methane (MH<sub>3</sub>) and nitrous oxide (N<sub>2</sub>O). Naturally occurring GHG keep our planet inhabitable; without them, the average temperature of Earth would be about 60 degrees cooler and would not support most life forms. Although our atmosphere is composed almost entirely of the non-GHG Oxygen and Nitrogen, GHG in small percentages exert powerful atmospheric effects. Atmospheric CO<sub>2</sub> concentration for the past 750,000 years can be measured using **ice core samples from Greenland and the Antarctic**. Over the past 750,000 years, atmospheric CO<sub>2</sub> concentrations rose and fell between 180 and 300 parts per million (ppm) between the coldest and warmest climates, respectively. During most of the past 2000 years, CO<sub>2</sub> concentration has remained at 280 ppm. With the onset of the Industrial Age, CO<sub>2</sub> concentration began increasing at a more rapid rate than has occurred at any time during the previous 750,000 years. Today, CO<sub>2</sub> has increased to 386 ppm. The majority of climate models predict that at the present rate of CO<sub>2</sub> production from fossil fuel consumption it will increase to more than 560ppm well before the year 2100. The accompanying “most probable” temperature increase of 5.4°F would have catastrophic consequences to all life forms on Earth. **CO<sub>2</sub> has an extremely long lifetime in the atmosphere** and will persist for centuries causing global warming even after man-caused emissions have stopped.

“**Scientists**” come out of the woodwork when someone’s economic ox is being gored. For example, challenged with evidence that the widely used Freon gasses were damaging the ozone layer that protected Earth from ultraviolet radiation, DuPont Chemical Company scientists produced evidence to the contrary. In subsequent years, the community of qualified atmospheric scientists supplied conclusive evidence of Freon damage to ozone. DuPont eventually became an advocate of switching from Freon to other gasses, also made by the company. **Today’s Internet** has no shortage of “scientists” weighing in on the issue, and it’s easy to find arguments on any and all sides with no assurance that a source is credible.

**VFR flight into areas of obsuration?** The phenomenon of global warming is extremely complex, with its multiple causative agents and incompletely understood climate regulating dynamics. Each of us has an opportunity to become confident that we have done all we can to “...become familiar with all available information...” as we plan our departure into the future. In the words of the FAA briefer we visual flight rules pilots hear when the clouds are below the peaks: “*Flight into areas of obsuration is not recommended.*”

**The figure below, Glacial-Interglacial Ice Core Data** is from the Fourth Assessment Report of the Intergovernmental Panel on Climate Change (<http://www.ipcc-wg1.unibe.ch/publications/wg1-ar4/ar4-wg1-ts.pdf>). It shows the 750,000 year history of the relationship between greenhouse gasses (GHG) and Earth temperature. At the beginning of the industrial age, GHG concentrations began a steep and undiminishing rate of increase to levels far greater than at any time during the previous 750,000 years.

(See “References” Continued on page 10)



**Figure TS.1.** Variations of deuterium ( $\delta D$ ) in antarctic ice, which is a proxy for local temperature, and the atmospheric concentrations of the greenhouse gases carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O) in air trapped within the ice cores and from recent atmospheric measurements. Data cover 650,000 years and the shaded bands indicate current and previous interglacial warm periods. [Adapted from Figure 6.3]

(**"Flying"** Continued from page 1)

professional career and I also found I got a kick out of the upside down stuff.

The FAA takes kind of a strange approach to Aerobatic flight. There is no requirement for any type of training or endorsement. If you have an airplane that is approved, and you comply with the appropriate regs, you are free to put on your best pair of aviator sunglasses, strap on a few thousand pounds of metal and fling yourself into a nauseated state of unconsciousness. Maybe that's not the smartest thing to do, but certainly within your legal rights.

**Let's take a look at the FAR's that do apply to this "unusual" type of flight.**

Most GA airplanes are manufactured to one of three standards, Normal (3.8g), Utility (4.4g) and Aerobatic (6g). The standard will be listed in the Limitation section of the Pilot Operating Handbook. Many airplanes qualify for more than one standard based upon gross weight and/or loading configurations. An important side note is the strength of the wing will drop dramatically, almost in half on most planes, when the flaps are lowered, so be extra careful in turbulence with the flaps extended. There will also be a list of approved maneuvers and airspeeds for the aircraft. Be sure and adhere to the checklist, it is there to protect you and the airframe. The aircraft has to be tested to 150% of its certification (9g's for an aerobatic plane rated for 6g's) so the chance of catastrophic failure is fairly remote, but you could wrinkle a wing. Many aircraft are approved for spins but not for full aerobatics, mainly because a spin doesn't apply heavy loads to the airframe. All manufacturers are not required to have a design that can recover from a spin, for instance, Cirrus aircraft does not have a recovery technique in the flight manual, the checklist says to deploy the ballistic parachute, so be sure to check your POH before you attempt any spins or Aerobatics.

FAR 91.303 covers the What, When and Where's. Most of it is common sense stuff, but a couple Regs that stand out are: you must be at least 4nm off the center line of a Federal airway, and all maneuvers must be completed above 1500ft AGL unless you have a low level waiver. There is a lot going on in the plane and that makes it difficult to watch for traffic, so you need to be off by yourself to minimize the chance of a midair collision. This Regulation also defines what is considered Aerobatic flight. And I quote "aerobatic flight means an intentional maneuver involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight". Strangely enough 91.303 does not require the use of parachutes, the FAA deals with that in its classic convoluted bureaucratic way, by having you look under 91.307, Parachutes and Parachuting.

I would now like to direct the courts attention to 14 CFR Part 91.307 subsection C, which states, "unless each occupant of the aircraft is wearing an approved parachute, no pilot of civil aircraft carrying any person (other than crewmembers) may execute any intentional maneuver that exceeds- A bank of 60

degrees relative to the horizon; or a nose-up or nose-down attitude of 30 degrees to the horizon." So it looks like if it is crew only or if the maneuvers are not intentional, you don't need a parachute! Again another legal but not smart situation. Section D says parachutes are not required for flight tests for pilot certification. An example would be, Flight Instructors must do spin training but are not required to wear parachutes. Spins used to be required of all Private Pilots, but after a series of accidents involving Students and Instructors, the requirement was changed to spin awareness. The logic of this escapes my feeble little mind, it would seem like a better solution would have been a higher standard of training for Instructors. So now, instead of showing a student how to recover, you just tell them not to do it. Brilliant!

**Give me just a minute to get down off my soap box, and then we can continue....**

AIM 8-1-7 has only a short section on the physiological effects of Aerobatic flight. This is unfortunate because I feel that it is the most important part. Each person reacts differently to the effects of G loading on their body. There are many factors that determine your tolerance level, overall general health, physical stature (short people usually handle more G's, because of less distance from the heart to the brain), and regency of exposure to G loading are just a few. Almost everyone has moments of disorientation and nausea on the first few flights. I remember the first spin I did, I was sure we had completed at least 2 turns. It felt like I was a damp dish towel in a clothes dryer! The world was tumbling and I completely at the mercy of the plane. After the plane was back right side up my instructor congratulated me on almost making a full turn. As I became more comfortable with the sight and sounds, I found that I could keep track and even control how many times around I went. The experience is very similar to your first few landing attempts, remember trying to judge the decent rate, when and how much power to use, trying to stay lined up with the center line and not belly flop the plane on the runway. You didn't always feel like you had complete control of the aircraft, but after flying for a while the question was no longer "if" you could land the plane, but more how nice the touchdown was going to be. With practice and a good honest critique of each flight, it got easier. The same theory applies to Aerobatics.

It is important to not let your ego fly the plane. On any given day your performance and tolerance level will be different. If you start feeling the least bit queasy or start to lose your focus, you should knock off the goofy stuff and go straight and level for a while. You or someone in the plane needs to be 100% when it comes time to land, so start out doing short flights and find out what your threshold is. Then you can decide if you want to continue or find something else that is not quite so "unusual".

**FLY SAFE!**



(“Papa Fox” Continued from page 1)

backcountry airstrip anywhere in which this plane can't operate easily.

The Zenith CH750 is a kit-built aircraft with striking short takeoff and landing performance



<http://www.zenithair.com/stolch750/>

The exceptional *short takeoff and landing* (STOL) performance of the CH750 is due to the combination of aeronautical design and power plant. The airplane's designer, Chris Heinz, adopted features of the WWII era German aircraft *Fieseler Fi156 Storch* (“Storch” is German for “Stork”), which is famous for its STOL performance. Among the airplane's unique design features are lift-increasing fixed leading edge slats. Today's airline passengers can see these extended at the leading edge of the wings during takeoff and landing of aircraft like the Airbus A-300.

<http://www.aviationartgallery.co.uk/Images/Print-info/Rlm-collection-fiesler-fi-156-storch.htm>



The CH750 design is similar to that of the WWII German “Stork”, with shortfield performance enhanced by fixed leading edge slats.

The power plant in Steve's plane will be a 6-cylinder, air-cooled Jabiru 3300. The engine operates in the same rpm range as the Lycomings and Continentals, but is light weight. The 120HP 3300 weighs 23 pounds less than the 4-cylinder, 100HP Continental O-200-A that was used by Zenith Aircraft during initial flight testing. Adding to the utility of the engine is its fuel option: It will use either avgas or auto fuel containing ethanol.

Other unusual design features of the CH750 are the “flaperons”, which are control surfaces that function both as flaps and as ailerons. The flaperon may be set at a fixed extension, and the surface on each wing will still function

differentially in the same way as ailerons. Yaw is controlled by the entire vertical tail surface moving as a whole, instead of by just the rudder as a control surface separate from the vertical stabilizer.

Steve plans on working 4-6 hours each day to complete his plane within the targeted 6 month build time. The airplane is all metal except for the fiberglass cowling. None of the metal needs additional shaping. All the rivets are “blind.” Unlike solid rivets, which require access from two sides to install (hammer on one side, bucking bar on the other), the blind rivet can be installed from one side using a single tool. Steve's “factory” has among the best-appointed interiors of any among the new “Runway 25 Hangars” completed this fall at MSO. His “Man Cave” is heated, well-insulated, and attractively painted and furnished (including a well-appointed refrigerator, cards, and poker chips).

About his just-finished aviation career, Steve says that, with few exceptions, it's been fun: “When you have fun working you don't have to “work” a day in your life!” Steve will continue to have fun not only by building and flying but also by operating an aircraft brokerage business, shared with his wife, Sherry. Their combined experience as pilots and their talent, interest, and energy offer much to the pilot searching for an airplane to buy. They are aircraft brokers in the Aircraft Exchange Network ([www.AircraftExchangeNetwork.com](http://www.AircraftExchangeNetwork.com)). Results from the unusually effective partnership between Steve and Sherry include the founding of the Aircraft Brokers Association, International ([www.aba-international.org](http://www.aba-international.org)). The organization's primary goal is to establish minimum certification standards for aircraft brokers and communicate those standards to the marketplace.

Steve and Sherry's partnership has benefited Missoula GA pilots through their many years of active service in the Experimental Aircraft Organization (EAA) and the Montana Pilots Association (MPA). As members of the local EAA Chapter 517 Board of Directors, they helped spearhead major accomplishments: The construction of the Chapter Hangar at the Stevensville Airport; the raffling of a donated Kit Fox airplane; the creation of an EAA Chapter 517 commemorative license plate. The fundraising efforts were hugely successful, and have kept solvent the venture of the Chapter Hangar purchase.

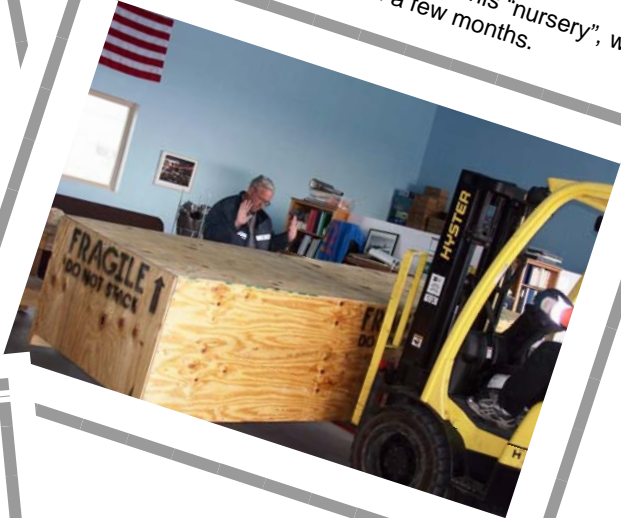
Have fun, Steve! We'll enjoy seeing the “Papa Fox” take shape! (photo story page 8)



"Don't drop it!" Not all "baby" arrivals are in hospitals, but are accompanied by similar angst.



Steve places the delivery in his "nursery", where it will grow to full size within a few months.



Uncrating the well-packed aircraft components



Canopy, check; landing gear, check; gas tanks, check...



**"Some Assembly Required...."**

## Carpe Diem (seize the fish)

Many readers will have already seen the pictures, widely circulated on the Internet and through e-mails, of the Super Cub chewed up by an Alaskan Brown Bear. According to the story, the pilot had left the plane with residual fish smells inside. As this story is traded around, similar ones have surfaced about wildlife munching on parts of planes in back country airstrips. Two morals to the Super Cub experience: 1) Don't leave your plane unattended, if possible, and certainly not with any tempting morsels or odors inside! 2) Take along plenty of duct tape.



An Alaska brown bear sniffed salmon this Super Cub and mistook it for a flying fish.

With 2 new wheels and lots of duct tape, the plane was flown out of the back country airstrip.



## Runway 25 Hangars



Left: Owners can enhance the interior of their hangars, as allowed by County building code. Hank Butzel measures not once or twice, but maybe lots more in his meticulous installation of ceiling and insulation.



Right: Camera catches Ray groping buns while Steve and Jim compare nutritional benefits of brats vs burgers.

# Shorts



## New Instrument Approaches

(note from Greg Phillips, Deputy Director, MSO, 26 August 2009)

I wanted to let you all know that, with the publication of the Aug 27, 2009 Terminal Procedures charts, we are pleased to note that there are now two new Required Navigation Performance (RNP) approaches (Rwy 11 and Rwy 29) that were approved and published, both with DA's of 318'. In addition, there is a new WAAS Localizer Performance with Vertical Guidance (LPV) precision procedure for the RNAV Y RWY 11 approach, with a DA of 696'.

With the only previous precision instrument approach being the published Category 1 ILS and the special Cat 1 ILS approach (NAPTN), having 1350' and 200' DAs respectively, these new approaches bring additional options for precision instrument flying here at MSO, even though we fully understand it will be a gradual process for many of the aircraft serving Missoula to add the equipment required to conduct these approaches. *Although we don't expect that many of you currently have the capabilities to conduct these approaches, it would be good information for us to know if you can conduct these approaches and/or if you have intentions to develop the capabilities to do so (contact Greg at GregP@flymissoula.com.* Regardless, we think this is a step in the right direction and we will continue to push for more and better ways to improve service into and out of Missoula. Perhaps these new approaches adds some incentive to think about adding the necessary equipment. After all, Christmas is coming...



(Continued from page 5)

### References:

Intergovernmental Panel on Climate Change (IPCC; United Nations). <http://www.ipcc.ch/> In 2007, the IPCC won the Nobel Peace Prize for its contributions to understanding climate change.

Grimsrud, Eric P. 2009. Thoughts of a Scientist, Citizen, and Grandpa on Climate Change. iUniverse, Inc., Bloomington, Indiana, 96pp.

## Friendly Reminder from MSO ATC

Pilots often revert to habit for both taxi routes and airport approaches. The FAA is putting more emphasis on correct compliance with tower instructions so remember to listen carefully just in case you're instructed to do something "different than usual". Remember to listen carefully to controllers' instructions, read back correctly, and remember what they were!

## Paul Stafford On Deck

Paul is a MSO Airport Authority Board member currently serving as Chair of the Board's General Aviation Committee. At the October meeting, Paul was appointed to be next in line for the customary succession of Board officers, which will result in his being Chair in 3 years. Congratulations, Paul!



**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.



*MSO GA News thanks Art Dykstra and Greg Phillips 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 winter 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>

WINGS: <http://www.faasafety.gov>

Current TFR: <http://airspace.nifc.gov/>



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