MSO GA NEWS

Winter, 2009

Construction Projects at MSO

By Greg Phillips, Deputy Director, Missoula International Airport

As winter begins to wane, there's a busy construction ahead at the Missoula Airport. There are two major construction projects on the airport's horizon for the coming 2009 construction season that I'd like to share. The first will be the completion of the runway lighting for Runway 7/25. This project was begun with some federal year-end financial assistance by the FAA and began, as all of you know, in October, 2008. Mother Nature has played tricks with us through the winter, but we've still been able to complete about 50% of the work in the months since starting. As the weather improves and we can get out there in earnest, we will complete the project and hope to be able to open the runway again by May, 2009. This has been a much needed project for Runway 7/25 and will reduce maintenance requirements significantly.

Replacement of Taxiway E

The second project on our list is replacement of Taxiway E. This center taxiway from the Ramp was confirmed in a recent pavement analysis as requiring full reconstruction of the pavement. In a visit to Missoula by the FAA's Runway Safety Action Team (RSAT) last July, the intersection of Taxiway E, Taxiway A, and Runway 7/25 was identified as a potential hot spot where the possibility of a runway incursion was heightened. Operationally, we have been very successful at keeping this intersection safe, but the need to reconstruct this taxiway gives us the opportunity to "kill two birds with one stone," so to speak. We have coordinated a realignment for Taxiway E with the FAA, the tower, our airline tenants, and our engineers and have received concurrence to construct an entirely new Taxiway E, running diagonally from the current mouth of Taxiway E at the air carrier ramp, crossing Runway 7/25 at a 90 degree angle, to an terminating intersection at Taxiway A. We hope to bid this construction project in May of this year and begin construction by July 1st.

Opportunity for "Stimulus" Funding

(**See Projects** *Continued on page 3)*

"Inside this issue"

The World Wide FBO

By Chris Hart, MSO GA News

Hello, my name is Chris, and I'm an internet junkie. I admit it; just about everything I do these days is somehow connected to the digital world. I have a 100% perfect buyer feedback rating on Ebay, and I'm on a first name basis with all the folks at Amazon.com and Apple iTunes. I get all my local and national news online, and I recently earned a Ham Radio license (KE7CLH) by studying for the test while sitting right here in front of my iMac. I even do my shopping on Costco.com and have everything FedExed right to my front door. I won't even get into my fascination with Netflix, or the fact that I spent three days downloading and watching every episode of the Irish comedy television series *Father Ted*.

In my defense, however, it should be noted that I also use the internet for purposes other than those which many consider to be trivial or mundane. I work in the Line Operations Department at an FBO at Missoula International Airport. Like many of you, I'm finding that these days, business is being conducted over the internet more than ever. Just today I received the results of our latest facility inspection by email. Last week we purchased a new fuel truck that we found online, and last

(**See FBO** *Continued on page 2)*

Minuteman's Rob Lawlor and Cole Dorwart securing a Learjet while wearing their new high-visibility jackets.
(Chris Hart Photo)

(**FBO** *Continued from page 1)*
month I received the 2009 version of ATA-103, the fuel quality control bible used by most FBO Line Departments.

Ramp Safety a Common Theme

One thing I find myself doing more often these days is scouring the internet in search of articles or case studies related to accidents that have occurred at other FBO's all over the world. Why? To try to figure out why these accidents are occurring and to take steps that will hopefully prevent similar accidents from ever happening at our facility. It's unfortunate, but accidents happen every day at airports across the U.S. While studying reports last year, one common theme that kept coming up over and over again was ramp safety. One case that caught my attention involved a Cessna Citation X that had made arrangements to stay overnight at an FBO. The Line staff repositioned the aircraft to a new parking location, and then set the chocks in place. The next day, the morning shift noticed the plane had jumped over the nose chock and was parked at an odd angle. Fortunately, the plane was parked in an open area with no other planes nearby, so no damage was reported. But that wasn't the only incident involving chocks. Similar cases included a Gulfstream that jumped its chocks and rolled down an incline, and a Falcon 900 which was found to have rolled three feet inside a hangar.

In all three instances, the planes involved were chocked. How could these incidents happen? After all, isn't that what chocks are for, to prevent things like this from occurring? With a little more investigation, we were able to learn a few things. In the case involving the Citation X, the Line staff discovered that high winds overnight had caused the tail-heavy plane to jump right out of the nose chocks. The Line had taken the extra precaution to chock one of the mains the night before, but it simply wasn't enough to keep the big plane in place with 28 MPH winds pushing against the tail. Since the wind was blowing from the side, the plane began to pivot into the wind like a weathervane. This FBO got lucky this time, and has since made it a policy to triple-chock Citations and other tail-heavy aircraft. In the case of the Gulfstream, the plane was reportedly being held on an incline by a set of 2-inch tall chocks. The plane finally jumped the chocks and took aim at a nearby hangar. Much larger chocks should have been used for a plane as big as a Gulfstream. As for the Falcon, this plane was secured with chocks inside a hangar, however the hangar floor had a slight slope to it. As the plane began to roll down the incline, the chocks began to slip over the smooth, painted concrete floor. This FBO now sets the parking brake and triple chocks any big planes in its hangar.

Thanks to a combination of internet web sites, downloadable newsletters and web searches, we were able to make our facility a little safer for our employees, as well as our customers. The internet can be a very powerful tool when used alongside an existing safety program. Learning from other people's mistakes can allow you to gain a broader perspective, and to take proactive steps to help minimize the chance that you'll suffer a similar accident.

Unfortunately, the ramp accident reports from across the country just kept coming, such as the man who struck a Citation while driving his personal car across the ramp, or the fuel truck that slammed into the winglet of a Challenger jet, the Gulfstream II that rolled into a Beechjet, or the unattended tug that rolled into a parked aircraft.

Tragically, some ramp accidents claim lives, including a Lineman who was crushed to death after being pinned between a tug and an aircraft. It's been suggested that had he been wearing high-visibility clothing, the driver of the tug may have seen him earlier and this tragedy might never have happened. Between 1985 and 2000, eleven people were killed after being struck by vehicles while working on U.S. airport ramps. A report by the Federal Aviation Administration determined that the largest number of injuries occurred at large hubs where there were no high-visibility clothing requirements.

Thanks to all of this sobering research, we took some proactive steps that will hopefully eliminate the possibility that these tragic events will ever happen at our FBO. The first step was to stop using small wooden chocks on large twins and jets. The National Airline Transport Association recommends six-inch high rubber chocks for aircraft below transport category. In addition, all aircraft are chocked on at least both mains anytime winds exceed 10 MPH, and tail-heavy aircraft are triple-chocked. To further increase ramp safety, we now make sure that reflective traffic cones are placed around any aircraft that are parked near vehicle driving lanes.

MSO Line Staff Adopts Orange Jackets

For our Line staff, we finally started to take a hard look at high-visibility clothing. We had always made safety vests available to the Line, but wearing them was considered optional. Unfortunately, no one ever wore them. They were bulky to wear in the winter, too hot to wear in the summer, and sometimes it was just too inconvenient to put them on while running out the door to park a plane. Of course there were also a few holdouts who just felt they didn't look good in orange. Nonetheless, after reading about some of the tragic and avoidable accidents that had occurred to ramp workers over the years, we finally came to the realization that not requiring high-visibility clothing was something that needed to be immediately addressed. Once again, the internet came to the rescue. After six weeks of reading reviews, research and testing, we finally chose a high-visibility orange jacket from the great folks at Transportation Safety Apparel (www.tsasafety.com). We made the switch from our old black jackets to the new orange ones back in September. Today, our Line staff is safer and more visible than ever before, and we've received nothing but positive comments from pilots and flight crews.

"I go into some airports that I've never been to before, and I can't tell who's a Lineman and who's not, especially when you've got people running all over the ramp," said Missoula pilot Art Dykstra. "But if the Line guy is wearing a bright jacket and is waving at me as I'm taxiing in, then it makes it a lot easier for me to figure out where I'm supposed to park."

Thanks to a combination of internet web sites, downloadable newsletters and web searches, we were able to make our facility a little safer for our employees, as well as our customers. The internet can be a very powerful tool when used alongside an existing safety program. Learning from other people's mistakes can allow you to gain a broader perspective, and to take proactive steps to help minimize the chance that you'll suffer a similar accident.

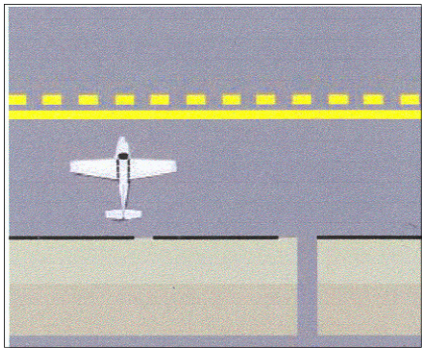
Airport Non-movement Area

By Gary Matson, MSO GA pilot

Times Change. When I was a teenager, a "non-movement area" was wherever I was when asked to do a chore like take out the trash, trim the grass around the hedge, etc. Now that I'm an aviator, the term has different implications. When I began flying in 1999, we didn't talk about differences in movement areas at the Airport, but these have been more defined in recent years.

The practical difference between airport Movement and Non-movement Areas is one of traffic control. Pilots are not *required* to have a clearance before taxiing in Non-movement Areas. A clearance is, of course, essential before any aircraft can enter a Movement Area. According to FAR Part 139, a *Movement Area* is "the runways, taxiways, and other areas of an airport that are used for taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and aircraft parking areas."

Pilots are responsible for ensuring their own safe movement in the presence of vehicular, pedestrian, and aircraft traffic in Non-movement Areas. For a short re-positioning, for example from one point to another in a parking area, a call to Ground Control is clearly unnecessary. However, for a longer re-positioning or taxi route to a Movement Area a call to the Tower not only ensures safety but is an important courtesy to ATC and other traffic. Taxi to a place in the Non-movement Area where the tower can see you, then get your taxi route clearance.



Non-Movement Boundary Area: The solid side of the line indicates the non-movement area, which is not under ATC control, and the dashed side indicates the movement area, which is under ATC control. This marking can be seen at airports where hangar areas are located adjacent to a taxiway at a tower-controlled airport. *Source: Airport Signage & Markings. AOPA Air Safety Foundation.*

GA Hangars Nearing Completion

By Gary Matson, MSO GA pilot

Twenty Missoula GA pilots are looking forward to putting their aircraft in the hangars now under construction at MSO. Six pilots are sharing hangar ownership, with each hangar housing two aircraft. Fourteen pilots will be sole owners of their hangars. The hangars will all be used for privately owned, non-commercial GA aircraft.

Contractor Kevin Price provides the following construction update:

- All metal roofing and siding is on site
- The south row (8 hangars) is all roofed, and workers have started on the north side (9 hangars)
- Framing and sheathing is complete; inspections passed
- Electrical lines are ready for connection to power on the south side; electricians are in the finishing stages on the north side. Northwestern Energy is expected to connect utilities mid-March.
- Bifold doors will arrive the week of the 16th; workers are ready to install as soon as doors arrive

This long-awaited project has been literally years in the making, having been preceded by revision of the Airport's Primary Guiding Documents, revision of the GA Hangar Lease Agreement, completion of the first phase of the Airport Master Plan, and a waiting period to allow public notice of this proposed use of Airport property. Completion of the first units is expected near the end of March, and of all the units approximately a month later. One of the owners has noticed that his airplane seems to be shivering in its outside parking and will be relieved to restore its contentment with a new home out of the weather.

GA hangars under construction near the approach end of Runway 25, February 2009. At the time of the photo, framing and sheathing were complete in the south row of 8 hangars, and in 6 of the north row of 9 hangars. (Terry Miles photo)

(**Projects** *Continued from page 1)*

Finally, this year is unique and there is an opportunity that there may be "stimulus" funding available for the Airport. We have worked closely with the FAA to identify projects that may be good candidates for such funding and we are taking steps to make sure our projects stand out from the crowd. We are, in fact, doing some design work on another pavement replacement project near the air carrier ramp in anticipation that having a project fully designed and "shovel-ready" may put us in good position to get some stimulus or year-end. We have also been in close discussion with the FAA about the remaining $2M funding we need in order to be able to move forward with design of the new Control Tower. We hope to hear something from the FAA within the next few weeks and intend to move promptly once we have funding assurance.

THE ART OF FLYING

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

The Clothes Make the Man

Clothes make the Man, or in this case make the Man stay alive!

Most of the pilots I know really enjoy the freedom and beauty of flying around Western Montana. We have vast areas of Wilderness, very little controlled Airspace, and no strict rules on where and when we can fly. This appeals to the nostalgic, wind in your hair, bugs in your teeth, bare knuckle Aviator in all of us. We strike a confident pose on the ramp with our steely gaze on the distant mountains, making very little effort to hide our contempt for the "Flat Landers" that occasionally dare to enter our domain. OK, so that last part is mainly just me, but we love our wide open spaces and you could very easily argue that we fly in an Aviation Nirvana.

Well, almost every party has a party-pooper, so I will don the party-pooper hat and timidly raise my hand and ask, "What happens if you have to land in the Mountains?"

Usually that question is answered with statistics on airplane reliability and the great maintenance records of GA airplanes, or with the statement, "I am a lifetime member of REI and we have everything we could ever need in a backpack in the baggage compartment".

While both of these are legitimate points, there have been a couple of recent accidents here in Montana where the only thing people had for survival was what they were wearing at the time.

A Cessna 206, near Glacier Park and an Aviat Husky, west of Townsend are the two accidents that come to mind. The 206 was a charter flight and was required per FAR's to have a flight plan; the Husky was an instructional flight and had left word with others on the area they were planning to fly in. Both planes burned after impact and it took several days to find them. I spoke with one of the pilots of the Husky, and he said that after spending one night out with no survival gear, he had decided to walk/crawl down the mountain with a broken back and other major injuries because he didn't think he would survive another night. Luckily, he was found the next day and did not have to attempt the trip. Ironically, both he and the instructor had survival vests, but one left his at the airport and the other one was in the baggage area because "they were not going very far and it was too hot to wear them."

Remember all of those great things about flying footloose and fancy free in the mountains of Montana? They are a Search and Rescue Team's worst nightmare. Thousands of square miles of very rugged remote terrain, almost non-existent Radar coverage, and now, unless you have an updated 406 ELT, no satellite tracking all make for a very difficult, needle in a hay stack setting. The bottom line is you may have so spend several days and nights using only what you are wearing to survive.

The Vest

I started wearing my vest about 7 years ago while flying Animal surveys for FWP. The idea of a vest instead of a bag came to me from a couple of areas. One, I often fly more than one plane in a day and wanted something that was easy to transfer from plane to plane, and second, I have always liked the military's concept of ejecting from an airplane and having everything you need with you. Since "punching out" of a crippled SuperCub was not the most efficient or practical answer, I looked at what they were wearing as the next best solution.

My vest is called a Tactical Vest, and is from a Military Supply company. A fishing vest would also work, but doesn't have quite as many large pockets for bulky items. I recently talked to an EMS Helo pilot in Palm Springs, who had a vest with a water bladder in the back. He got it from a motorcycle off-road shop and was very pleased with it. Almost anything will work, so the most important point is, find something that fits your budget and is comfortable to wear.

Art Dykstra and his survival vest. (Gary Matson photo)

What I carry has slowly changed over the years as I find new products. I won't go into Survival techniques except to say that I strongly encourage you to either take a course (Montana Aeronautics has a great one in their Search Pilot program) or do some research on your own. The gear is useless if you don't know how to use it.

I use the ideas of first and foremost you must be positive and proactive, and the big 3 theory:

3 hours to live with no shelter

(**Quality** *Continued from page 4)*

3 days to live with no water

3 weeks to live with no food

Based upon that, here is a partial list of what I carry:

A waterproof heat reflective tarp (space blankets tear to pieces if you move around at all), a couple of heavy duty yard sized trash bags, 3 different fire starting methods, a pair of leather gloves, whistle, water purification tablets, candle, First Aid supplies (gauze, wrap, extra strength pain killer, small bar of soap, etc.), heavy straight tang knife, LED flashlight, collapsible limb saw, compass, 15 ft. strong cord, signal mirror, misc needles, safety pins, razor blade, rubber bands, small roll of Duct tape, snare wire, 2 ft. square of tin foil, Aviation Survival guide.

"I make a conscious effort to find things that are multipurpose…." Art Dykstra (Gary Matson photo)

I make a conscious effort to find things that are multipurpose, i.e. trash bags. They can be used for a rain poncho, transporting water, or a solar still, just to name a few.

Do I wear my vest when I am doing Touch and Goes in the pattern or at my day job at 35,000 ft? No, I don't. I use several factors to decide if it makes sense to take my vest, kind of a Who, What, Why, Where and When method. If I have any doubts about whether or not to take it, I take it. Most of the time the vest will hang over the back of the seat I am in; it is still very accessible and easy to grab if I need to get out quickly. If the flight is a low level, rough terrain type then I will wear it.

What I carry and when I carry it, is strictly a personal choice. If the vest concept doesn't work for you, you can still use a bag and just put the bare essentials in your jacket or pants pockets.

We should enjoy this beautiful place we live in, but we should also respect the challenges it presents.

My Friend Terry said it best, "Get the best items you can find, and if you are lucky, you will never get to use them."

Get Out and Fly!

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 16th, 7 PM, Missoula Airport Conference Room. The topic of discussion will be hang gliders. 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/

Remember after-hours weather. Now that the season of more flying opportunities is on its way, remember that MSO weather is now available after the Control Tower has closed and ATIS is no longer available. 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.

Regulations Are Changing the GA Environment

By Paul Stafford, MSO GA pilot

In recent years, there have been many rules changes and policy changes, almost all of them to the detriment of GA. We have enough problems with decreasing pilot numbers, student pilots and the escalating cost of flying without government help. But there they are, helping away. Here's a good example:

Large Aircraft Security Program (LASP)

The Large Aircraft Security Program (LASP) regulation, proposed by the Transportation Security Administration, would require all U.S. operators of aircraft exceeding 12,500 pounds maximum take-off weight to implement the same security procedures now required of the airlines. Most "business jets" are in this weight category. *If you think this will only apply to large aircraft in the future, you're no student of regulations. So read on. In a few years, these regulatory provisions may apply to you in your C-172:*

- Establish baseline standards of security for general aviation operations
- Ensure that flight crews have undergone a fingerprint-based criminal history records and terrorist name check
- Designate security coordinators
- Conduct watch list matching of passengers through TSA-approved watch list matching service provider
- Check/validate property on board for unauthorized persons and accessible weapons

The National Air Transportation Association released its recommendation that LASP be withdrawn. "Overall, this NPRM (*Notice of Proposed Rulemaking -ed*) demonstrates a troubling lack of knowledge and understanding of the general aviation community by the TSA," stated NATA President James K. Coyne. General Aviation's "alphabet groups" GAMA, NBAA, EAA and AOPA, and others continue to strenuously oppose the TSA proposal.

WHAT YOU CAN DO: Although the window for public comment has closed, you can contact Senator Baucus, Senator Tester, and Congressman Rehberg and let them know what you think about the proposed LASP. Each has an office in Missoula, or you can contact their Washington offices. To keep updated on progress of the LASP proposal, go to the web site of the National Business Aviation Association: http://www.nbaa.org/ops/security/programs/lasp/

***Other rules changes and proposed changes* affect your flying: Crossing the border to Canada or Mexico, outsourcing of FAA Flight Service Station services, flight operations near Washington D.C., a new *definition* of known icing, and user fees are some of these. Stay informed by giving attention to news and notices provided to members of AOPA, EAA, and NBAA.**

The Spreading of Sam

By Ed Stryker, MSO GA pilot

It was a gorgeous day in Southeast Alaska, with the sun sparkling off the crystal clear waters of Tebenkoff Bay, the snow capped peaks of Baranof Island in the distance, and the boreal forests of Kuiu Island close at hand. There was a slight breeze out of the north flowing down Chatham Strait as we flew along the perimeter of the bay in preparation for "Sam's" internment in the blue waters of the bay he so loved.

It began as my fifth flight of the day for an air taxi service in Southeast Alaska flying straight floated DHC-2 Beavers and amphibious Cessna 185 Skywagons. This trip was in the Skywagon with four passengers and "Sam" in the Can. Now Sam had been a long time fisherman from Seattle who skippered his trawler north each spring to fish for Chinook and Coho (silver) Salmon in the rich waters of Southeast; he sold his catch at local canneries as fishing progressed each summer, and sailed south each fall to winter in Seattle with his family and make repairs to his boat. Sam had done this for decades; he loved the life, the challenges of fishing, and the awesome beauty of Southeast. Sam had passed away the previous winter, and was cremated by his loved ones. Thus, this fine summer day his widow, two daughters, and a grand-daughter arrived at the office to return Sam to the waters he dearly loved.

I had made several such flights in previous years, and although they can be emotional, thought nothing can go wrong on such a perfect day. We loaded up with his widow in the right front seat, his two daughters in the middle seats, and his ten year old grand-daughter in the bench seat at the rear. Take off and climb out were normal and we cruised westward at 500 feet along the coast line; I pointed out vistas, whales, fishing boats, sea lions, bears, sea-kayakers, etc. and answered questions as we flew along. It was a remarkable day and everyone was enjoying it even given the purpose of the trip. As we arrived over Tebenkoff Bay I discussed the procedure that would be followed to safely scatter Sam, and also to decide on the area where Sam would be returned to the waters he loved.

I slowed the aircraft to 70 knots, lowered two notches of flaps (20 degrees), descended to 50 feet, and trimmed the elevator for level flight. I had Sam's widow open the passenger window and we made a pass along the intended drop zone to ascertain if they were happy with it. All was well and we turned back along the route and would drop a large bouquet of flowers on this pass. The bouquet was passed forward and I instructed that it should be held out the window stems forward when we neared the drop

(**See Sam** *Continued on page 7)*

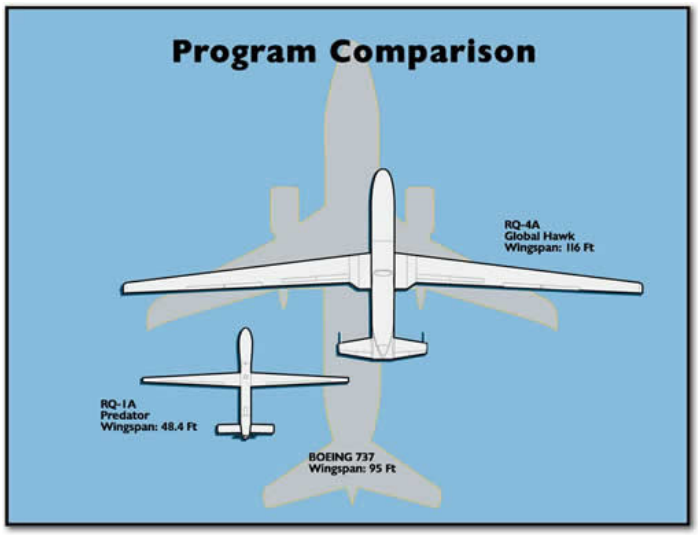
UAS Is Not an Airline

By John Townsley, Washington Pilots Association

UAS are "unmanned aircraft systems." They may be quite large, with a wing span larger than a Boeing 737, or as small as a radio controlled model aircraft you might buy from Radio Shack. Unless you live in a cave and depend on smoke signals for news you know that military applications for UAS are growing fast. UAS are found in nearly every conflict. Everyone is using them, even the Iraqi terrorists.

Civilian uses of UAS (also called "UAV" – Unmanned Aerial Vehicles in the press) are also growing. A military UAS was used to map wildfires raging in California a couple months ago. Police agencies would like to use UAS for surveillance, traffic control, and other purposes. Pipeline patrols, powerline patrols, perimeter security, and other repetitive activities are also civilian uses for UAS technology. UAS are well suited for work that is dull, dirty, or dangerous.

Up to now UAS use in the national airspace has been limited because of 14 CFR 91.114 which requires that "when weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft." Because of "See and Avoid," the military and others use Restricted Airspace to separate UAS and piloted aircraft.



On November 11th this year the Air Force completed "scoping" – soliciting comments from the public – on an environmental impact statement for a creating a very large area

(**See UAS** *Continued on page 8)*

(**Sam** *Continued from page 6)*

area, and then she could release at the appropriate time. It was really neat as the bouquet broke apart and drifted down over the bay. Now came the time for the release of Sam and I cautioned her to be sure and not open the container inside the aircraft, but as with the flowers, to hold the container out the window with the lid facing aft. I made the turn and headed down the path and told her to get ready for the release. The next instant we were enveloped in a world of white—my eyes, nose, and mouth filled with powder and I struggled with trying to keep an eye open.

I quickly opened my side window and stuck my head out as far as I could and tried to open both eyes; I felt my sunglasses fly off and then I began to make out the water surface through my teary eyes as they began to clear—so far so good as it appeared that we weren't turning, therefore the wings were level. With both windows open the cockpit began to clear and I could barely make out the panel and peer out the side windows as I rubbed my eyes. Boy did it feel like my eyeballs were full of rocks! The panel and the windscreen were covered in white powder and I reached out to wipe a clear spot on the windscreen and then clear the attitude and airspeed indicators. The immediate threat was over and as the dust began to subside I instructed Sam's widow to close the side window as I closed mine.

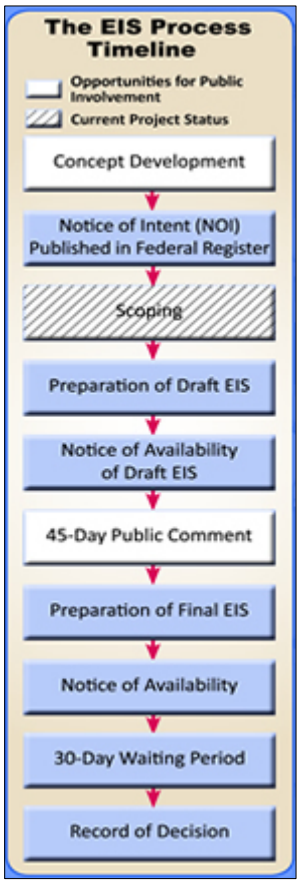
I noticed not a peep over the intercom as I regained my composure and thought about what I should say; then from the very back came the plaintive cry—"I ate Grandpa, I ate Grandpa" amid choking and tears. No one else spoke and then both Sam's daughters in the middle seats began to chuckle and then laugh and it was contagious! The moment passed and as we all coughed and snorted and wiped out eyes the ghostly appearance of us all became evident. More laughter—it was surreal.

We made the trip back to base without further incidence and as five "ghosts" entered the office everyone wondered what had happened. As I steered the ladies to the restroom to clean up, I noted that we had had a very memorable experience spreading Sam's ashes. Later, I vacuumed and cleaned the aircraft and for several years Sam's residue resided in the shop vacuum, and was a continual reminder of the old adage that flying is "hours and hours of boredom punctuated by moments of sheer terror."

*(**UAS** Continued from page 7)*

of Restricted Airspace just a few miles from Grand Forks, North Dakota. Under the Air Force's "Proposed Alternative," for the first time in history, Restricted Airspace would be created solely for UAS use. See http://www.grandforksuaseis.com/ for more information.

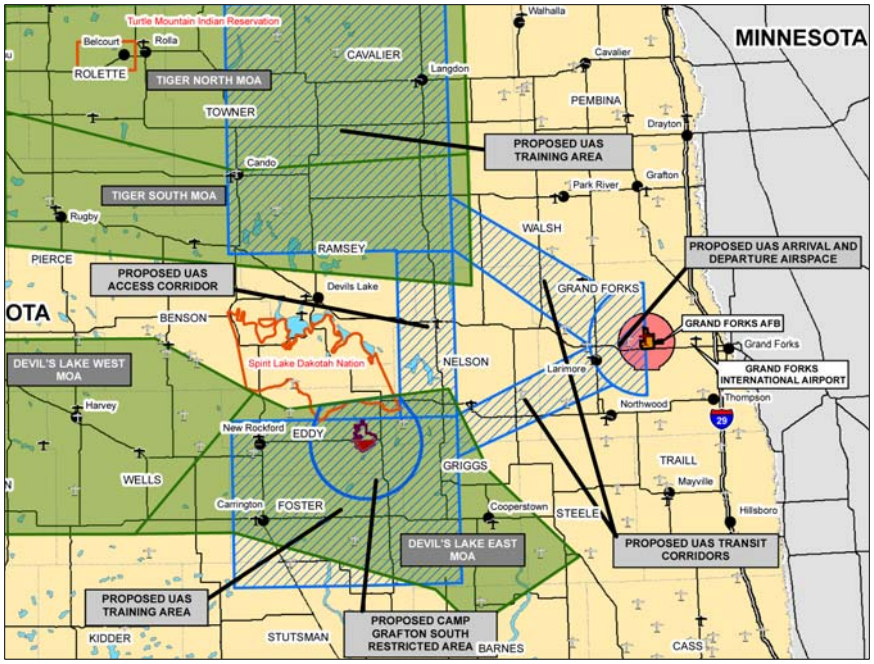
The Air Force wants to convert large portions of the existing Tiger and Devils Lake Military Operational Areas (MOAs) to Restricted Airspace. In addition, two new Restricted Airspace corridors would be created radiating from the existing Grand Forks Air Force Base Class D airspace, and new Restricted Airspace would be established above the Air Force Base Class D. See the attached map for details.



While Air Force officials declined to comment on input they received in scoping the proposal, the Aircraft Owners and Pilots Association, Washington Pilots Association, and others have expressed serious concerns about the precedent setting nature of the airspace decision. The North Dakota Aeronautics Commission does not support the large increase in Restricted Airspace. According to Mark Holzer of the Aeronautics Commission, a less impactful alternative to creating massive new Restricted Airspace would be to enhance radar coverage over the existing MOAs and in the vicinity of Grand Forks Air Force Base. Additional radar would facilitate identification and avoidance of non-UAS traffic. It would also significantly enhance safety for aircraft when UAS are not in the air. An enhanced RADAR environment would reduce negative impacts and improve safety for both transient and local aircraft. Sixteen airports and airstrips lie beneath the floor of the MOA or the proposed new Restricted Airspace. When in use the Restricted Airspace would create a large barrier to transient piston aircraft, and other aircraft operating below 18,000 feet.

The Air Force has not yet published a complete schedule for the Environmental Impact Statement (EIS). The next step, preparation of a Draft EIS, takes three to six months to complete. The next and final opportunity for the public to comment directly on the proposed Restricted Airspace will be following completion of the Draft.

Stay tuned. A decision to create Restricted Airspace for UAS has national implications for all users of the National Airspace System. The impact on aircraft operations will be locally significant. The Air Force recognized this by holding a series of public meetings in communities near Great Falls. Aircraft traveling east from the Pacific Northwest through North Dakota will also be affected. Increased costs from diverting around the new Restricted Airspace, as well weather avoidance for VFR and even IFR traffic will affect transient traffic. To date the Air Force has not acknowledged that the major airspace changes proposed in North Dakota are national in scope and impact.



Public comment on the Unmanned Aircraft Systems (UASs) at Grand Forks Air Force Base in North Dakota will be invited after the Draft Environmental Impact Statement is released for public review within approximately two months. MSO pilots who receive e-mail notice of newsletters will also receive the announcement of DEIS availability for public comment.

We're on Your Frequency

MSO GA News thanks **Chris Hart, Art Dykstra, Greg Phillips, Ed Stryker, John Townsley,** and **Paul Stafford** 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).

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

Editor and reporter: Gary Matson, Box 308, Milltown MT 59851 • 370-6584(c) • gjmatson@montana.com

Missoula International Airport: 5225 Highway 10 West, Missoula MT 59808 • 728-4381 • www.flymissoula.com

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/**

5225 HIGHWAY 10 WEST
MISSOULA MT 59808