

Spring, 2006

LIFE FLIGHT CELEBRATES TWENTY FIVE YEARS

By Chris Hart

This year, St. Patrick Hospital's Life Flight program celebrates 25 years of providing medical air transport (MAT) service to Missoula and western Montana. How did the Life Flight program begin? We decided to ask Larry Peterman, Chief Flight Nurse and Life Flight veteran since 1989.

St. Patrick's MAT program began in 1981 when Kalispell based Mountain West Aviation was contracted to provide a Bell helicopter and flight crews. Their first mission took them to Anaconda on February 26, 1981, and within one year, Life Flight had transported 164 patients. In 1984, Missoula's Minuteman Aviation was awarded the Life Flight contract, followed later by Silverstar (now Omniflight), a medical air transport service headquartered in Texas.

In early 2000, Louisiana's Metro Aviation was chosen to provide flight crews and a leased fixed-wing Beechcraft King Air F90. Rather than lease the helicopter as well, the hospital instead opted to purchase their own factory-new Eurocopter A-Star 350B3. With its familiar bright green and yellow paint scheme and dazzling strobe lights, N911MT is faster than its predecessors, capable of cruising at 145 miles per hour. The increased speed becomes a critical factor during the "golden hour" – the time a trauma patient has to get care before chances of survival become increasingly bleak. The helicopter has a range of up to 150 miles, however with the Seeley area and Hamilton's Marcus Daly Memorial Hospital being the top two dispatch destinations, Life Flight's average one-way trip is 56 miles.

Sporting the same green and yellow colors as its rotor wing counterpart, Life Flight's fixed-wing King Air (N242LF) extends St. Pat's capabilities by allowing them to transport patients to and from care facilities located

beyond the helicopter's range, including Harborview in Seattle, and the Mayo Clinic. Over 80% of all patients transported in the Life Flight fixed-wing aircraft are being brought from all over the United States to receive treatment in Missoula. Aside from being the only Level 2 trauma center in the region, St. Patrick's is one of the nation's leading cardiac clinical research centers, specializing in heart valve replacement surgery utilizing an annuloplasty prosthetic ring developed by Missoula's Dr. Carlos Duran, a cardiothoracic surgeon and Medical Director of the International Heart Institute at St. Patrick's Hospital and Health Sciences Center. The International

Heart Institute of Montana has made the Missoula hospital a world renowned leader in advances in heart surgery, and has trained over 4000 physicians from around the world in valve reconstruction techniques.

In Life Flight's early years, the helicopter landing pad was located next to the Western Montana Clinic along the banks of the Clark-Fork River. Patients were moved through a tunnel

which ran beneath Front Street connecting the Clinic to St. Patrick's. Today, Life Flight's landing pad on top of the hospital commands a view seven stories above the streets of Missoula. The lighted facility features a coil heating system to prevent snow and ice from accumulating, and has enough room to accommodate two helicopters. Missoula's susceptibility to valley fog recently prompted the construction of an alternate landing site near the Stimson Lumber Mill in Bonner. "The new pad has seen modest success," says Chief Flight Nurse Larry Peterman, and had already assisted with the transport of several patients shortly after being completed.

Both of the Life Flight aircraft are outfitted with the

Life Flight (Continued on page 2)



Chris Hart photo


Life Flight (Continued from page 1)

same medical equipment, including cardiac monitors, defibrillators, twelve-lead EKG's, portable ventilators, and over 50 different medications. The nurses and paramedics that staff Life Flight are able to provide the same care that a patient would receive in an emergency department or intensive care unit. The Life Flight team also has access to St. Patrick's online medical control provided by emergency physicians at St. Patrick Hospital using cell phone, radio or satellite phone communications. One of Life Flight's most advanced uses of technology is the Pinnacle Model 9 night vision goggles they received in September 2004. Known as ANVIS, or Aviators' Night Vision Imaging System, the state of the art goggles provide an illumination level at night 6000 times greater than the human eye alone, allowing Life Flight to identify hazards miles before the aircraft reaches them. With over a third of all Life Flight missions being flown after sunset in mountainous terrain, the goggles are now used for all night missions. "Montana is night vision country," says Peterman. The goggles have already proven instrumental in locating missing individuals lost in the wilderness at night.

In 2005, Life Flight's plane and helicopter completed a combined 630 missions. Interestingly, that's a little over 100 fewer than the previous year. One reason for the decrease in patients being transported is due to other medical facilities in the region expanding their capabilities to care for trauma victims. Previously, a head injury victim might have been flown to Missoula to receive medical attention. Now, hospitals in surrounding


communities are better equipped to care for such injuries themselves, reducing the number of transports to Missoula.

Life Flight's full-time staff includes eight pilots, eight flight nurses, eight flight paramedics, two aircraft mechanics, one medical director, and one program director. The flight crews work 24 hour shifts, usually 7AM to 7AM, while based at the hospital or at the Metro building at the airport. Life Flight personnel periodically receive certification for advance cardiac care, pediatrics, trauma, and neo-natal cases. The team also attends classes that teach swift-water rescue and awareness, avalanche danger, low-angle rope rescue, and survival awareness. In 2001, Missoula Life Flight was the first program in the state of Montana to receive CAMTS accreditation, The Commission on Accreditation of Medical Transport Services, dedicated to improving the quality of patient care when being transported in rotor wing and fixed-wing aircraft. While medical air transport program safety has been scrutinized recently due to several fatal crashes nationwide, Life Flight boasts a safety record which has seen over 20 years and 12,000 missions without incident, a fact which Peterman states with cool confidence while walking past the helicopter in the Metro hanger.

Larry Peterman has the best view in the house as Life Flight cruises over Missoula's urban sprawl and traffic congestion below. Although the region has changed dramatically since Life Flight's inception, their mission has not – to provide the highest level of care possible in the safest manner to the people in their service area. Congratulations on a successful 25 years. 


THE JOY OF FLIGHT

"Most qualified flight instructors can teach someone to fly and to pass the FAA practical tests. Some do so with enthusiasm and dedication; some are just going through the motions on their way to another flying job. My instructor, Frank, was one of the former. Long before AOPA created its Project Pilot program to promote flight training, I had a mentor. Little did I know when we became acquainted, what a profound affect Frank would have on my life. He introduced me to a way of life that suited me perfectly. He taught me how to fly in a Cessna 150 and instilled in me a love of aviation that is with me today."

With that paragraph, Ken Fielding begins his story about how he caught the joy of flying from a mentor. Many Missoula GA pilots have taken check rides with Ken, an FAA Designated Pilot Examiner as well as Lead Fixed-wing Pilot for Missoula's Life Flight. Ken has done many things during his 7,950 flight hours and 27 years of flying, but those of us who have shared check rides will be especially interested in his story in the recent AOPA newsletter. If you haven't seen it, go to: <http://www.aopa.org/members/joyofflight/0604.html> 

HOLD IT!!! ...ER, NEVER MIND...

Tony Terzo, Acting Manager of the MSO Control Tower, reports that pilots will no longer hear a controller say, "Taxi into position and hold." The FAA won't allow that clearance in Missoula, or in most other controlled airports. There were too many incidents and accidents involving an aircraft landing over a holding aircraft, so the clearance has gone away, as "Land and hold short" did previously.

"Taxi into position and hold" is important to traffic flow at the busiest airports, where there are always extra controllers in the tower. So, if you fly to any of those be tuned in to that possibility. 

THE ART OF FLYING

By Art Dykstra, CFII

Dear fellow pilots,

Spring is here, the days are getting longer, the blue skies more frequent. So as we dust off our airplanes and our pilot certificates and start planning the first \$100.00 hamburger, here are a few things to ponder.

- *Are you legal?* The FAA requires a flight review every 24 calendar months to exercise the privileges of your pilot certificate. If you have gone past that, don't worry, just contact your local CFI and get it done before your next flight. To carry passengers during the day, you must have made three (3) take-offs and landings in the preceding 90 days. (No, three bounces on the first landing does NOT count.) If you plan on flying at night or in a conventional gear airplane, (tail dragger), the landings must be to a full stop. Aircraft owners check the date of your last annual. Renters check with your FBO; it is their airplane but you are responsible for confirming it has been done before you fly.
- *Are you proficient?* Just because you are legal doesn't mean you are safe. If you need a flight review, work with your instructor on stalls, slow flight and soft field landings, with emphasis on coordination. If you don't need the flight review, go out and practice by yourself or with another pilot. Most passengers do not enjoy those maneuvers.
- *Preheat your engine.* Why preheat? The sun is shining, the birds are chirping, the avgas is flowing. Because even though the afternoon temps are balmy, it is still cold over night in early spring. The recommended temp is 10 degrees Fahrenheit or colder. Keep in mind that is not necessarily the outside temp, but more the temp of the engine/oil.
- *Check the weather!* Sure, you called your friend Skippy over at Dillon and he said "it looks good here," but spring weather in the mountains can get ugly very quickly. Get a weather briefing from FSS (1-800-WX BRIEF) for your route of flight and an outlook for the trip home. If you don't have an IFR airplane or some flexibility in your schedule, then take the bus. Flying VFR in IMC (instrument meteorological conditions) is a great way to cash in on your life insurance policy.
- *File a flight plan.* No, the FAA does not require you to file a flight plan to fly VFR, but did you know that the State of Montana does? If you are carrying passengers and have taken off from a public airport and fly more than 250 miles, State law says you must file a flight plan. At the very least, let someone know where you are going and what route you take. It helps tremendously if a search is necessary. When you file a flight plan be sure to close it when you arrive.
- *Survival equipment.* The amount of survival gear you take should carry (you do have survival gear, don't you?) needs to match not only the terrain you are flying over but also who you have on board and the season you are in. Do you need to carry a tent, sleeping bags, food and water for 10 people and a flare gun to fly down/up to Hamilton for lunch? Of course not, but that may be what you should have on board to fly your family to Lewiston, ID to visit the Grandparents. The more self sufficient you can be, the better off you are. Montana Aeronautics teaches two survival courses every year, one at the Mountain Search Pilot Clinic, and one at the Surratt Memorial Winter Survival Course. Go take some training; it may save a life someday. If you do carry survival gear, take a few minutes to check it out before you toss it in the airplane. Some medical supplies and your granola bars have expiration dates.

AVGAS IS NOT GOING TO GET ANY CHEAPER, SO GET OUT AND FLY



FINALLY, A NEW GA HANGAR AT MSO!

Hah! Bet that title got you hangar building enthusiasts going! Here's a report on the newly reorganized Montana Pilots' Association (MPA) Missoula hangar, from Geanette Cebulski, MPA Secretary.

Five Valleys Hangar in the Missoula area held an organizational meeting to reactivate after several years of inactivity. The meeting was held Monday, March 20, at the Missoula Airport terminal conference room in conjunction with EAA Chapter 517 and was attended by 24 EAA and/or MPA members. The following slate of officers were nominated and elected: Wade Cebulski, President; Jim Younkin, Vice-President; and Sherry Rossiter, Secretary/Treasurer. Jack Gillespie, a Past-President of the State MPA presented us with the checking account which had been held in escrow since 1998. Topics of discussion were the 2007 Montana Aviation Conference to be held in Missoula next March, FAA User Fees, and Missoula airport hangar construction. The first Five Valleys meeting is Monday, May 1, at the Missoula Airport Terminal. Watch for news of future meetings.

For more information, contact: Geanette Cebulski, Secretary/Treasurer, Montana Pilots Association, P O Box 1178, Seeley Lake, MT 59868-1178 Email: mpasecretary@blackfoot.net Phone: 406-677-3423 Office, 406-677-3219 Home



Cathy Tortorelli and Ron Hendrickson watch as Ray Brayton shows Cris Jensen the controls.



Chris Hart photo

READY FOR SNOW

Bring on winter! Well, maybe we should have the other 3 seasons first, but then the new Oshkosh H Series Cab forward chassis with a center sander and a 24 foot folding plow and GVW 52,000 lbs will spring into action (or is that “winter” into action?). Skillfully tended by Ray Brayton, the newly purchased MSO snowplow will do a better and faster job of keeping runways safe next winter.



GENERAL AVIATION HANGAR CONSTRUCTION IN MISSOULA

Almost a year ago, several MSO GA pilots met with the General Aviation Committee of the Airport Board of Commissioners and requested that attention be given to the need for more GA hangars in Missoula. The Committee Chair at that time, Bruno Friia, requested “a proposal” from pilots. A subsequent survey of Missoula pilots showed overwhelming support for GA hangar building. Since that time, there have been several meetings working towards the goal of building GA hangars.

GA pilots enjoy having an advocate in Cris Jensen, Airport Director and himself a pilot. Current Board GA Committee members Paul Stafford (Chair), and Steve Powell are also GA pilots. However, everyone working to facilitate GA hangar building is constrained by a process that has turned out to require more time than expected.

First, the lease agreement required revision to incorporate sections that are now much more user friendly to pilots. The “footprint” of leased land on which a hangar could be built has been much reduced and is more affordable. Other parts of the lease were examined and modified to ensure pilot acceptability for such things as owner maintenance of aircraft, fabricating a personal aircraft, storing personal items in their hangar, getting a new hangar inspected during and after construction, lease

rate, fair mechanisms for lease increases, and insurance requirements.

Next things to happen include a review of the revised lease by the Board’s Lease Committee, followed by consideration for approval by the full board. Then, the Airport Primary Guiding Documents will need to be modified to ensure they are suitable to both pilots and the Airport and are compatible with the revised lease. While these processes are ongoing, the Airport is evaluating ways of providing taxiways and utilities to the sites set aside on the Airport master plan for construction of new GA hangars.

In summary, there’s a lot to be encouraged about as far as building GA hangars at MSO. GA pilots have the support of the Board and Airport staff, but it will take more time to ensure that a solid policy and procedure foundation is in place before hangar building can begin. Eventually, the few pilots who have been serving as an “Advisory Committee” to the Airport will get everyone together to look at hangar building options. However, it is important to first know all the regulatory details that will influence uses and cost. If you have questions, please feel free to call Gary Matson (370-6584) or Cathy Tortorelli (728-4381).



ANGEL FLIGHT WEST

Angel Flight West arranges free air transportation in response to health care and other compelling human needs. Volunteers are needed, non-pilots as well as private and professional pilots. Watch for a feature in the summer MSO GA News. For more information, go to <http://angelflight.org>



TERMINAL EXPANSION AND EAST RAMP RECONSTRUCTION

Sources: www.flymissoula.com; Kelly Smith, MSO Operations Manager, Dennis Chudy, MSO Field Lead

In an effort to better serve Missoula's increasing passenger traffic, the long anticipated **terminal expansion** project is now underway. Begun March 13, 2006, the project is expected to take approximately 230 days to complete. The multi-million dollar addition will provide for much improved passenger traffic flow, and is the first phase of the airport's long term terminal expansion plans.

The project cost is just over 4 million dollars, with funds from FAA AIP (*Airport Improvement Fund*), MSO PFC (*from airline tickets*), and local matching funds. The main expansion is for Security Relocation. There will be a new entrance for passenger security screening. The old entry/exit will be remodeled for exit traffic only from the upper level. The upstairs bathrooms will also be expanded in this project. The total expansion will be 15,000 sq.ft.

Currently, the **east ramp taxiway** is closed from the terminal ramp to Minuteman Aviation Maintenance for employee parking. The **general aviation east ramp** will be rehabilitated this summer at a cost of

approximately 1 million dollars. The area from the taxiway northbound between Aerotronics and Minuteman Aviation Maintenance to the rental car fueling area will get a combination of asphalt overlay and total reconstruction. This project will go out to bid later this month. The start is tentative for the end of June or first of July. The project will last approx. 90 days.

Pilots are requested to use caution for men and equipment when around the construction zone. Please try to avoid aiming prop wash, jet blast, and helicopter rotor wash towards the vicinity of the work area. Inbound and outbound aircraft are requested to heed all instructions and precautions from Missoula air traffic controllers. Missoula ATIS is 126.65. Pilots are asked to NOT taxi in or around the construction zone even if there is no construction activity occurring due to debris or FOD that may still be in the area.

For further information, go to www.flymissoula.com, or call the Airport Administration Office at 728-4381.



WESTFORK LODGE

By Gary Weyermann

Missoula pilot Gary Weyermann and other pilots (spouses included) have been participating in Fly-ins to various regional attractions. He (PA20), Jim Younkin (C150/160TD), and Paul O'Bagy (Maule) enjoyed a trip to Westfork Lodge. Here is Gary's report:

The destination was selected to be The Westfork Lodge (4U7) near Conner, MT at 9:00 for breakfast and to check out the airstrip and facilities. The strip had just been rolled and was in great shape, and that really complemented the really nice Lodge, great food and service. The Westfork Lodge is an excellent destination either flying or driving to for a meal, camp, or stay in a motel room. Tex Irwin, owner, has been really working hard improving the facility and services, and he is a great supporter of General Aviation. There is no question that the Westfork lodge belongs on the top of the "A" List of places to visit. Weather prevented several others from attending this time, but we will be going back again.

Fly-ins are generally weekly and try to cover the gamut of flying throughout the year providing something of interest for everyone. Some examples of destinations are: just a breakfast or lunch at nearby airports, some are to attend events sponsored by EAA, Montana Pilots Association, Shortwing Piper, or other organizations. Others are regional activities like the Northwest EAA Regional Fly-in at Arlington, Reno Air Races, or Museum of Flight in Seattle, airport tours, and back country camping. The group is very informal consisting of a short e-mail notice sent out 1 or 2 days in advance identifying the destination and arrival time. Because of weather, personal commitments and the destination, the number attending may vary from a 2 to 30 planes. It is always interesting to see who is able to attend. Everyone who wishes may be added to the e-mail list and would be welcomed at any or all the outings. (www.gweyermann@msn.com)

See Lodge (Continued on page 6)

UPDATE ON MISSOULA INSTRUMENT APPROACHES

By Paul Stafford, Chair, GA Committee, MSO Board of Commissioners

Hi All,

As you may recall from the February Airport Commission meeting, Cris and I are working on improving the instrument capabilities of the airport.

Our first task is to get the NAPTIN approach published. For those of you in IMC, our normal ILS DA here is 1350'- much higher than the normal 200'. This is because of our local mountainous geography and the required missed approach climb gradient. There is an unpublished approach, the NAPTIN, with a DA of 200'- however, you must go through a laborious approval process to use it. It's used by the airlines, and others familiar with the area. However, charters and other transient aircraft are not aware of it, and often have to divert in the winter.

Making this approach accessible to all is not as simple as calling up the FAA and asking them to publish the NAPTIN. Use data, confirmation of design compliance and other items need to be marshaled to make our argument. We will meet and work with the FAA Flight Procedures Office, the Flight Standards Office and others. To do this in the most professional manner we decided (and March 28th the commission approved) to hire an experienced consultant to help us. It will probably be the best \$9,650 we ever spent. Part of his methodology is to do a survey, which I am currently working on. If you received this survey, please fill it out and return it; the more responses, the easier it will be to make our arguments. I am hopeful to have the NAPTIN published in the next 6 months.

Our second task is to work on getting a Category II approach here in Missoula. As you all know, we have several winter months where the weather goes below even 200' and ½ mile visibility. A Cat II approach will give us 100' and ¼ mile minimums, which should get most aircraft in. I am likely to use the same consultant, and after we have the NAPTIN done, begin work on this task. It will take a lot longer, as it is not just paper shuffling; it will require additional airport infrastructure (runway centerline lighting, and two additional RVR sensors.) for which we will need to get funding.

While you personally may not ever fly a Cat II to minimums, these additional capabilities will make our airport more accessible all year round. And, the busier GA gets, the more support we will have for additional infrastructure like clubhouses, camping grounds, and the like.



Lodge (Continued from page 5)

TIME TO STOP DREAMING AND START FLYING!

Editor's note:

From www.westforklodge.com: The airstrip is recommended for experienced pilots only. Steep terrain surrounds the airport. There is no fuel available. Well known celebrities have been known to land their private planes on the West Fork Lodge Airport runway and to stop in at the lodge for a bite to eat and a refreshing drink. You never know who might be flying in for a visit. The airstrip is located between the mountains behind the lodge and the lodge itself, stretching beyond the lodge.

MOGAS QUIZ

“MOGAS” means:

1. Mo ate too much chili;
2. More than less gas;
3. Motor gas.

If you answered 3, congratulations!

The old name in modern use applies to automotive fuel for use in aircraft engines. Pilots can use the fuel if their airplane has an FAA STC (Supplemental Type Certificate).

By FAA regulation, because the fuel has been requested the Missoula Airport must provide a location specifically for that use. First, though, there are a number of hoops to go through. In an effort to put the best policy in place here, the Airport is currently investigating policies at other Montana airports where MOGAS is now offered. A second task is revising the MSO Primary Guiding Documents so they are compatible with that use. Thirdly, a search is underway for a suitable fueling location. Those pilots anxious to have the fuel can be certain they'll get a designated area with proper regulation, but that may not happen until later this summer. If you're curious about the MOGAS, look it up on Google and get an eyeful.



EAA CHAPTER 517

By Steve Rossiter

Second Annual Chili Feed & Silent Auction

I'm happy to report that our Second Annual Chili Feed & Silent Auction was a success financially and socially. Fourteen pots of chili were donated by chapter members and two pots of very spicy (one red, one green) chili were donated by Grumpy's BBQ in Stevensville. Chili recipes ranged from mild to extremely spicy. Some chili was even made with antelope meat or chicken instead of beef. Two large groups of attendees were a local motorcycle club and members of the local American Legion. Everyone seemed to enjoy the opportunity to taste some great chili, bid on some interesting auction items, and "talk aviation" on a cold Saturday afternoon. Even the reporter from KPAX television enjoyed himself immensely and gave our chapter some nice coverage on the evening news.

International Young Eagles Day

The EAA's International Young Eagles Day will be on June 10, 2006. EAA Chapter 517 is anticipating our usual participation at the Museum of Mountain Flying at the Missoula International Airport. Rides will begin at 9:00 AM and end at 12:00 or when we run out of Young Eagles. Please check the EAA Chapter 517 web site (www.eaa517.org) for further details and to download

FIND NEAREST: STEVENSVILLE (32S)

Interest in 32S is booming! This MSO neighbor has friendliness, fuel, flight instruction, 3 certified repair stations, 18 A&P's, 6 IA's, and on the 3rd Saturday of each month, EAA pancakes. Among the attractive, well kept hangars is that of EAA Chapter 517. When not busy with breakfasts and meetings, the hangar keeps an interesting variety of aircraft out of the weather.

A favorite stopover for many of us based at MSO, 32S requires some special attention for **departures**. *Especially when departing to the northwest, fly runway heading until pattern altitude. Then, announce your turn direction on CTAF 122.8.* The Stevensville Airport so far has excellent relations with its residential neighbors. *Early turnouts at low altitudes over residential areas could be harmful to this good relationship.*

Another excellent reason for careful departures from Stevi is the *Lee Metcalf National Wildlife Refuge* (shown on your chart as "Ravalli National Wildlife Refuge"). It's directly in line with a Rwy 30 departure, and less than a

parent permission forms.

Breakfast at the Airport

EAA Chapter 517 has started their monthly Breakfast at the Airport for 2006. On the third Saturday of each month a pancake breakfast is held at the Chapter hangar at the Stevensville Airport (32S). Breakfast is served from 0900 hours (9:00 AM) until 1200 hours (noon). The public is invited and pilots are encouraged to fly in and bring a friend or two or three. So come on down to Stevi and join us on any (or all) third Saturday through September for a good time, hangar flying, and lying about anything else you want to lie about. This is a fund raiser, so a \$5.00 donation for adults and a \$3.00 donation for kids is requested.

EAA Chapter 517 Web Site

The easiest way to learn about EAA Chapter 517 and our planned activities is to look at the Chapter Web site: www.eaa517.org. The calendar section will allow you to review up coming events and the monthly Chapter newsletters for the past few years can be accessed to see what we've been doing. The most current newsletter is normally posted no later than the second week of the month.



mile off the end of the runway. Although altitude restrictions above conservation areas are not mandatory, the recommendation is 2,000 Ft. AGL. Not likely attainable by most of us in small piston airplanes departing Rwy 30, the least we can do is climb efficiently (and watch out for the honkers and quackers!).

One unwelcome feature at 32S is the lawn geyser, so vehicular parkers are asked save the sprinkler heads by using the *parking lot* instead of the lawn. The lot is thoughtfully paved and located outside aircraft movement areas to keep everyone happy, including the FAA.



A view of the 32S hangars from the tie down area.

Gary Matson photo

Stevensville's airport is bustling these days, and that will increase along with the burgeoning growth in the Bitterroot. Air traffic is growing right along with the rest, so remember to listen and announce. Both Hamilton and Stevensville are 122.8. Questions about 32S? You can contact Airport Manager Don Misevic at 777-2006 or 777-5271.



We're on Your Frequency

MSO GA News thanks Geanette Cebulski, Art Dykstra, Ken Fielding, Chris Hart, Don Misevic, Steve Rossiter, Kelly Smith, Paul Stafford, Tony Terzo, Cathy Tortorelli, Gary Weyermann, and Hank Butzel 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, short, funny, serious... whatever. The next issue will be coming in the summer quarter. Interested in contributing? Contact the editor (see below).

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MISSOULA AVIATION WEB SITES

MSO live air traffic control and more: <http://www.flymissoula.com>

Missoula International Airport: <http://www.msoairport.org>

Minuteman Aviation: <http://www.minutemanaviation.com>

Neptune Aviation: <http://www.neptuneaviation.com>

Life Flight: <http://www.saintpatrick.org/index.php?view=lifeflight.main>

EAA Chapter 517: <http://www.eaa517.org>

NEWSLETTER BY E-MAIL

If you'd like to receive your newsletter by e-mail, please send your name and e-mail address to Gary Matson, gjmatson@montana.com



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