



# MSO GA NEWS



Fall, 2005

## GA Newsletter Maiden Flight

By Gary Matson, Editor

A group of general aviation pilots who are members of the Experimental Aircraft Association (EAA) kicked around the idea of using a newsletter as a way to open communications among members of the Missoula International Airport (MSO) community. We took the idea of a quarterly newsletter to the MSO Airport Authority and they accepted it as a cooperative venture between EAA and MSO. As editor, I'll collect stories, which will be given to the Authority for review. Frank Tremper will format the stories into a newsletter like the one he so capably produces for EAA. MSO will publish and mail the newsletter.

Most of us Missoula general aviation (GA) pilots enjoy the conveniences and services of our local airport, and are interested in knowing about its news in areas such as personnel, maintenance, improvements, and plans for the future. We expect that other members of the airport community, including FBO's, Forest Service, maintenance facilities, and others will share our interest in news not only about the airport but also about each other. The newsletter, sent to all GA pilots based in MSO and to all others with facilities at the airport, will provide a new communications opportunity.

The newsletter mission statement, as proposed and accepted by the Airport Authority, reads as follows: "The purpose of the newsletter will be to better enable GA (general aviation) to participate constructively as a member of the airport community in current and future operations that are appropriate subjects of mutual interest between GA and the Airport Authority. The tool used to achieve this purpose will be newsletter articles that are highly readable, interesting, enjoyable, and accurate."

The newsletter will not be a sounding board for complaints. Human beings tend to have plenty of these but there are plenty of other opportunities to voice them. The MSO Board of Commissioners meets at 1:30 on the last Tuesday of each month and at each meeting invites public comment. That's the best place for any individual or group to bring their concerns.

Welcome reader, and thanks to the Airport Authority for sharing with us in this new opportunity! Please let me know if you have comments, a story, or an idea for an article that would interest our MSO airport community members.

## Encouraging Words

From Cris Jensen, Director, Missoula International Airport

I would like to congratulate the General Aviation community on the inaugural launch of its General Aviation Newsletter. I believe that there is a new emphasis on the G.A. side of our operation both at the board and staff levels. As a G.A. guy myself I have a vested interest in seeing our General Aviation community grow and flourish. I believe that the airport and its users are on the right path and I look forward to watching and participating in this exciting growth.

I would also like to take this time to thank the numerous people that have made me feel welcome here in Missoula. I am continually amazed at how friendly and open the people of this airport and community are. You all have made my transition into my new job a most enjoyable one.

Finally, I would like share with you some of the activities that are on going on your airport:

Terminal Expansion. As you may be aware the Airport Authority was out to bid for the expansion of the terminal building. The airport received 2 bids. Unfortunately, both bidders were unresponsive and both bids had to be rejected. The project will be re-bid this fall and will be constructed in the spring of 2006.

New Control Tower. Congress has set aside approximately \$7 million dollars to construct a new Air Traffic Control Tower. The airport is currently in the process of selecting a consultant to assist the airport in negotiating an agreement with the FAA for the construction, operation and maintenance of the facility. Construction will likely begin in 2006.

Pavement Rehabilitation. We completed the rehabilitation of Taxiway A including grading, drainage, paving, lighting, signage and markings. We also rehabilitated Runway 7/25 which included longitudinal and transverse crack repair, fog seal and markings.

Forest Service Hangar. Completed construction of an approximately 40,000 square foot hangar for the Forest Service. They will move in this fall after the fire season starts to wind down.


Please feel free to call me or visit the office should you have any questions or like to discuss these or any other issues.

*(Chris began his tenure as Airport Director on September 8, 2005 - ed)*

## GA PILOT SURVEY

In conversations about the new newsletter, Airport Authority Office Manager Cathy Tortorelli suggested surveying Missoula pilots about some their areas of interest in aviation and in MSO. A postcard with survey questions was mailed to over 300 GA pilots listed in the Landings database as having a Missoula address. Approximately 70 responses were received, with the following results, current to 26 Sept 2005:

<u>Number of responses</u>	<u>Survey item</u>
75	Total number of responses as of 9/8/05
62	I would like to see a greater number of hangars available for general aviation aircraft at MSO
48	I own my own airplane
50	I fly more than 50 hours annually
54	I fly mainly for recreation
15	I fly mainly for business
11	I fly professionally
13	I'm a flight instructor
7	I'm a flight student
24	I participate, or would like to, in EAA's Young Eagles Program

Other comments: "Get rid of field mice all over the airport – offices hangars & planes" (funny, nobody mentioned the rabbits! - ed) 

## PERMIT ME TO INTRODUCE MYSELF


By Paul Stafford, newly appointed Commissioner, MSO Board of Directors

I began at age six building model airplanes and became an airport kid during high school, pumping gas and cleaning airplanes at San Carlos Airport (SQL). Since 1978, I have been an active pilot, have built my own airplane, competed in aerobatics, and flown airplanes for both pleasure and business. I am continually working to upgrade my ratings and training - recently I spent a full week training at Flight Safety International in Florida. Aviation is in my blood!

My aviation experience includes:

*Ratings:* Glider, Airplane Single Engine Land, Instrument. 900 Hours Total Time. Over 300 hours in tail-draggers and 350 hours in complex high-performance aircraft. I am currently working towards my Commercial Pilot rating.

## NEWSLETTER BY E-MAIL

The blue survey postcard provided a space for indicating a preference to receive the newsletter by e-mail. Many were received on the cards, and if you'd like to be added to the list please send your name and e-mail address to Gary Matson, gmatson@montana.com 


## WE'RE ON YOUR FREQUENCY

*Earn cash in your spare time:* Do something besides write articles for this newsletter. But... if you have something interesting to write about for free we'd like to hear from you! Long, short, funny, serious... whatever. Contact editor Gary Matson.

*Experimental (homebuilt):* I built from scratch an all-metal RV4, which subsequently won a workmanship award. My wife and I flew it from California to Alaska.

*Warbird Experience:* I am checked out in a North American T-28 and have some experience in the Grumman Albatross and Sea Fury.

*Other experience:* I competed in Sportsman-Level Aerobatics for several years and have significant backcountry flying experience in the Idaho and Montana wilderness during the last three years.

Missoula County Airport has been my home base for operating my Cessna 185 and Piper Malibu, and I know and appreciate what it offers. This airport is essential to the entire Western Montana economy. The plans for expansion are a breath of fresh air when compared to the stories I read of other communities closing their airports in favor of short-sighted development. I am looking forward to representing and working with the GA community to represent their interests and make sure it meets our needs as well. 




Paul and his Cessna 185

## GA HANGARS

On June 8 this summer, a group of Missoula GA pilots met with two members of the MSO Board of Directors, Board Chairman Cliff Larsen and GA Committee Chairman Bruno Friia. The purpose of the meeting was to explore issues of concern to MSO GA pilots. In response to their request that there be more GA hangar space available in Missoula, Mr. Friia told the pilots to bring forward a proposal.

Efforts to identify a preferred building style (T-hangar, “group” hangar with several airplanes, etc.) are ongoing. MSO Pilots Hank Butzel, Gary Matson, and Don Lorenzen have met with Missoula hangar contractor Pat Hopfauf, who will provide a building cost estimate for a

group hangar. Hangar builder CSC, Inc. has met with airport staff and offered a proposal for metal T-hangars. Pilots are seeking other building cost estimates as well.

Sometime this fall, interested pilots will be invited to review progress in the “hangar project”. There are important questions to consider (e.g. lease amounts for the hangar “footprint”, hangar ownership entities and terms). The Airport Authority (staff and Board) has been open and friendly to the idea of a closer look at what can be done in the future to increase the number of MSO GA hangars and we look forward to a continuing pleasant and positive cooperative effort. If you’re a GA pilot in Missoula, expect opportunities to become involved in future GA hangar considerations. 

## PHOTO FUN – GOING INVERTED

The hard way



Hank Butzel’s Stearman

The easy way



Gary Matson’s C150


## RUNWAY 7/25

Crosswind conditions are an obvious concern for GA pilots and were summarized in a recent Airport Layout Plan Update. Meteorological data from the National Climatic Data Center was summarized to produce an All Weather Wind Rose for the period January 1990 through December 1999.

An acceptable crosswind component for GA aircraft (less than 12,500 pounds) is defined in the Airport Reference Code as 10.5 knots. According to the Airport Layout Plan Update, “The desirable wind coverage for an airport is ninety-five percent (95%).” How often do MSO runways meet that criterion? The wind rose analysis

showed that Runway 11/29 had a crosswind less than 10.5 knots 96.85% of the time. Runway 7/25 had a less than 10.5 knot crosswind 94.63% of the time. The combination of 11/29 and 7/25 meet the 10.5 knot crosswind criterion for GA aircraft 98.75% of the time.

The Airport Layout Plan Update states “...the runway system at Missoula International Airport provides more than adequate wind coverage. No new runways will be recommended....”

What is the future of Runway 7/25? Discussions between the Airport and the FAA are ongoing. 

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