Coming to Missoula February 26-28  Read more

The Museum of Mountain Flying continues its remarkable growth as an asset celebrating uniquely historic roles in Missoula-based aviation. Read more

Neptune Aviation plays key roles in battling the blazes of 2014’s severe fire season. Striking photos and story reprinted from the aviation blog AirlineReporter. Read more

Missoula aviator Steve Rossiter offers observations about the risks taken by small aircraft pilots who choose not to use the full runway length for takeoff. Read more

Left: Another “First” for Missoula! MSO Business Development Manager Dan Neuman describes another unique feature of our Airport. Read more

Right: Steve Rossiter reviews this book about a young man’s passion to learn to fly at a time after WWII and the Korean war when small airplanes were simpler and less expensive and small airports rich in physical and human character were more numerous. Read more
“Fly the Big Sky” Montana Aviation Conference 2015

Missoula aviators are fortunate to be able to enjoy right here at home this signature Montana aviation event! Here are some highlights:

Exhibits by a wide range of aviation organizations, manufacturers and services. Learn from representatives at the various booths how you can enhance your aircraft’s avionics, upholstery, etc. and also learn about aviation activities that might interest you.

Concurrent sessions on topics of great interest to aviators, including international general aviation travel, fun places to fly your airplane in America, checkrides, aviation art, volunteer flying for conservation, flying in Africa, Montana air traffic control, ADS-B (with Missoula pilot Bryan Douglass), flying Montana’s airway beacons at night, backcountry flying, and more. Missoula pilot Don Lorenzen will relate adventures flying his Kitfox to Newfoundland.

Dynamic speakers – At Thursday’s luncheon, Ken Dial of the University of Montana Flight Lab discusses the fascinating aspects of bird flight he has explored professionally in his work with NASA, Boeing, the Air Force and others. Friday’s luncheon will feature speaker Rich Stowell telling about the flying adventures that are his “branch on aviation’s family tree.”

Thursday at 1:30PM there will be a “listening session” by the FAA

A spouse/guest treasure hunt will happen on Friday. Participants will have the fun of browsing through Missoula’s downtown in search of answers to a questionnaire that can be entered in a raffle for prizes.

Friday at 4PM travel to the Airport for a hospitality event hosted by the Montana Pilots Association and a static display of aircraft in the Northstar hangar.

Friday evening there will be dinner and entertainment featuring Tom Catmull’s live acoustic music

The Conference finale will be the Saturday night banquet. Neptune Aviation’s Ron Hooper will share stories about his organizations history and its dynamic role in aerial firefighting.

For the Conference program:


For a registration form:


New fees for Gate passes and renewals

Because of costs associated with providing gate passes to airport users, the Airport will begin charging fees for them. A first time pass will cost $25; renewal $15. All gate passes now in the hands of users will expire in June of 2016, at which time renewal will be necessary.
Missoula International Airport is home to a museum that is exceptional for many reasons. It has a unique collection of historic aircraft iconic for the exceptionally demanding type of aviation called “mountain flying.” The idea for founding a “Museum of Mountain Flying” sprang from the minds of 3 aviation enthusiasts whose vision has been amplified by today’s volunteers too numerous to name. Many of them were active pilots and/or mechanics for Missoula’s mountain flying pioneers, the Johnson Flying Service (JFS). Museum volunteers serve as hosts, welcoming visitors, and as mechanical experts with great ability to look after the aircraft they maintained and flew during their working years.

Museum operations are anchored by Stan Cohen. Stan writes the newsletter, keeps the books, rounds up grants and funds, and coordinates the volunteers who host visitors during its open season spring through fall. Stan, Missoula’s “Mr. History,” is one of the founders of The Historical Museum at Fort Missoula and also serves on the Board of Missoula’s Rocky Mountain Museum of Military History. He is an active historian, having authored books on a wide variety of subjects from Downhill in Montana (a history of skiing) to Attack on Pearl Harbor and Destination Tokyo (the Doolittle Raiders) and many others available through his Pictorial Histories Publishing Co.

How in the world did such a unique thing as a mountain flying museum come about? Stan was at the Airport one day and bumped into his journalist friend Steve Smith (author of the book about JFS “Fly the Biggest Piece Back”) and Delta pilot and Drummond resident Dick Komberec. As the three visited about their shared interest in Missoula’s JFS and its unique place in aviation, someone said “We ought to start a museum.” So, they did.

Steve, Dick, and Stan learned about the availability of a 3-acre “boneyard” on the east end of the Airport, thought it would make a good spot for a museum, and arranged financing for a purchase. The boneyard was where JFS aircraft parts as well as buildings were located when their operations moved in 1954 from Hale Field, the first Missoula airport. Hale was located near the present site of the County Fairgrounds and Sentinel High School. Northwest Airlines judged it to be inadequate for their DC-3’s so the airport was moved and JFS along with it.

The three founders, now with a potential museum site, continued their efforts by establishing the non-profit entity “Museum of Mountain Flying.” The first Board included Stan, Steve, Dick, Gary and Patsy Coleman, Tim Hays, and others. Minuteman’s Jerry Mamuzich offered the Museum half of one of his hangars rent-free and the facility opened in 1994. The first two aircraft were Mamuzich’s J-3 Cub and a ¾ scale WWI built-from-scratch aircraft. Now with an actual place for displays, artifacts began coming in. The next airplane added was a C-45 Twin Beech. Stan had seen the dismantled aircraft stored against a wall at the Northstar hangar. Originally planned to be flown by Northstar owner Mark Timmons the plane had been damaged during transport and was unflyable. Timmons gave the Twin Beech to the museum. Working outdoors because there was no room inside the hangar, volunteers found parts in places far away and restored the aircraft complete with mock engines looking exactly like the originals.

The Museum sponsored an air show in 1995. The Collings B-24 and B-17 aircraft were there, a B-1 bomber and an F-17 Stealth Fighter. The exceptional attractions made the air show a great success and provided the Museum with funds for continued operation. Funds also came from visits by the B-29 “Fifi,” now flown by the Commemorative Air Force.

The history of acquiring the historic DC-3 is described on the Museum’s web site. It “…just by chance located the original DC-3 that dropped the Mann Gulch smokejumpers in August 1949, where 13 died in the fire. It was in West Memphis, Arkansas and $125,000 was raised by the board with tremendous help from Kathy Ogren. It was flown to Missoula but with no place to hangar it.”

In time, rising lease costs at the Airport as well as a shortage of space led to an interest in the Museum building its own hangar. Missoula aviation enthusiast Rick Nash offered to build it. Local contractor Pat Hopfauf was selected for the construction and the building was completed in June of 2002. Now there was a place to put the DC-3 inside. The
opening was a grand occasion: “A big dance” with Governor Judy Martz and her husband attending along with many other State and local dignitaries.

In the following years, the Museum continued to acquire aircraft. Dick Komberec found a 1929 Travel Air 6000 once flown by JFS and brought it to Missoula. Former JFS helicopter pilot Ron Gipe built and donated to the Museum a non-operational Bell 47 helicopter of the type flown by JFS. Most recently, a JFS 1941 Piper J-3 Cub was purchased and is now in the Museum. Funding is being sought to replace the aircraft’s fabric after which it can be kept in flying condition.

A WWII Grumman TBM Avenger bomber was added to the Museum’s aircraft in October, 2011. JFS flew 6 of the aircraft, retrofitted for aerial firefighting, in the 1960’s and 1970’s. Steve Porter, a pilot living near Ennis part time, made the gift allowing the TBM’s purchase. Conoco Phillips and Kalispell’s City Service Valcon each contributed $2,500 towards the $9,000 fuel bill for the flight from its base in Fredericton, New Brunswick, Canada. The plane was piloted by Larry Ricker, an Air Canada Boeing 767 Captain.

Other aircraft that would be valuable additions to the Museum? Stan says a JFS Ford Trimotor “…would be the greatest coup in the world for us.” The tri-motor was sent to the Barrett-Jackson auto auction in Scottsdale about 3-4 years ago and sold to a collector there for about 3.2 million, a price tag out of reach for the Museum’s resources.

The future of the Museum? Well, age is adding up among the all-volunteer staff and there is no source of ongoing funding. An idea to make it a part of The Historical Museum at Fort Missoula went nowhere. Other possibilities are being explored. Meanwhile, this attractive gem for the Airport and the Missoula area continues as a unique asset. Stan sums it up: “Other museums have all kinds of room to walk around and that’s great. Ours is extremely crowded but you’ve got a lot to look at. We’ve still got more stuff than most museums our size. That’s the way we are and people love this museum!” All of us with a love of aviation can share our strong hopes that the creative energies of the Museum’s volunteers and the historic mountain flying of JFS can be honored by finding a way to continue its life in the future.

An exceptional collection of Museum photographs is on the web site created by visitor Ruud Leeuw:
http://www.ruudleeuw.com/usa14-museumofmountainflying.htm

MSO FBOs are major contributors to Airport activity and economics

Missoula aviators are blessed with two fine FBOs, Minuteman Aviation and Northstar Jet. Northstar’s Kynan Spethman reported to the Airport Board of Commissioners at their last meeting and gave examples of Northstar’s and Neptune’s contributions. During 2014, they paid the Airport over $140,000.00 in various rents, fees, and concessions. Neptune’s payroll was $12,790,563.00 for employees living mostly in the Missoula area. Beyond aerial firefighting and general aviation, Northstar provided other assistance at the Airport during the year 2014:

- Over 7,000 takeoffs and landings by flight school aircraft contributing to the overall number of Airport operations used by the FAA in evaluating Airport funding potential
- Over 200 medical flight missions for both hospitals
- Service for all Department of Defense aircraft
- All fuel and maintenance needs for the U. S. Forest Service aircraft
- Over 4,000 airline flights fueled without incident
- On-call, 24-7 maintenance support for all airlines
Neptune’s Michelle McCue sent along this recent article about the roles Neptune played in the tough 2014 fire season along with author Julian Cordle’s permission to use it in MSO GA News. The story appeared in the online blog AirlineReporter.

**Aerial Firefighting Part One: Anchor, Flank, and Pinch**

By Guest Writer on November 19th, 2014

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Fall brings cool, wet weather, which serves as a huge relief to areas devastated by the 2014 US wildfire season. In the last sixty days, a number of high-profile tragedies have highlighted the dangers of wildfires. In September, the town of Weed, California was nearly wiped out by the vicious Boles Fire, which destroyed over 150 homes and buildings. Just a few weeks ago, CalFire Pilot Craig Hunt was killed when his S-2 tanker crashed while fighting the Dog Rock Fire near Yosemite National Park.

In the spirit of respect and appreciation for the efforts of all forest firefighters, aerial and “ground-pounders” alike, AirlineReporter offers this two-part series on Aerial Firefighting. Continued Pg. 6

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06 Lockheed P2V fire-fighting aircraft – Photo: Julian Cordle
The 2014 fire season began with a bang, as an early season fire in Alaska consumed nearly 200,000 acres before a badly needed weather system put it to rest. About the same time, a vicious collection of fires raged through heavily populated areas of Southern California. All of this took place before we had even seen the first day of June.
When fire season begins, “Air Attack” resources are often moved into the Medford Air Tanker Base at Rogue Valley International Medford Airport in Medford, Oregon (KMFR), just a few miles from my home. Thanks to Neptune Aviation Pilot Chris Holm and COO Dan Snyder, I had a chance to sit down and talk fire suppression tactics, learn the recent history of aerial firefighting (AF), and even get up close and personal with the aircraft serving in these critical roles.

One of the first things I learned from Chris is that the best AF pilots need to be as good at understanding fire behavior as they are flying aircraft. Chris, for instance, spent years on the ground in firefighting handcrews before deciding to take on the challenge of flying Air Attack aircraft, which he’s been doing since 1997. This experience on the ground has given him keen insight into where and how to execute drops, and it also makes him a valuable resource to incident commanders, who often must rely on “eyes in the sky” to see the movement of a fire.

If that wasn’t enough, AF pilots must execute difficult maneuvers through mountainous canyons, valleys, and populated areas. Have you ever seen a DC-10 fly nose-down a mountain ridge in “full dirty” flight configuration while unloading 100,000 lbs. of “mud”? Brace yourself, because here it is.

“Mud” is the not-so-friendly name for fire retardant. Biodegradable chemicals are added to water to help the mud “stick” to trees and foliage, and an iron-red dye helps pilots easily locate existing drops from the air. Mud is relatively dense, coming in at about 9 lbs. per gallon. In order to do its job, AF pilots must drop the retardant at about 150 feet AGL at a speed of 120-130 MPH. Any slower or higher, and the retardant has a tendency to disperse into a useless mist before reaching the forest. Any faster or lower, and the retardant will splatter itself to only one side of the trees and vegetation, allowing the fire to burn through the line. It’s a delicate balance to get the retardant to float perfectly onto the trees with just the right coverage.
Except for “scooper” aircraft and “helitack” efforts (rotary-wing), most aerial firefighting work in our area involves air tankers dropping retardant on location, then returning to “base” to land and get reloaded with more mud. Contrary to popular belief, mud is rarely dropped directly onto a burning fire, unless there is an imminent threat to life or property. Instead, pilots drop lines of retardant and use “anchor, flank, and pinch” tactics to surround the fire, or at least suppress the advancement of it while ground crews build more permanent fire lines with teams of men and equipment.

- **Anchor** means to find a suitable natural (or man-made) defensible line in the terrain which the fire is unlikely to jump. This would be things like a forest road, a river/stream, or the shore of a lake, where a line of retardant can be laid down at a perpendicular angle to create a solid “anchor point” from which to build a containment line.

- **To flank** is to drop new lines of retardant from the anchor point ahead of the expected burn path of the flames while…

- **Pinching** the fire, which is achieved by using lines to cut off all burnable areas and “pinching” the fire back to the anchor point or previously burned location, resulting in 100% containment.

    
    *Lockheed P2V-5 taking off from Medford – Photo: Russell Hill*

It sounds simple, but it’s clear from my discussions with Chris that his calmness and humility hide just how important his years of experience working to understand fire behavior are. The danger to human life cannot be overstated. As an example, he warns that due to the natural tendency of flames to burn up the trunks and branches of trees, fires traveling uphill burn fiercely and are extremely fast, intense, and difficult to stop. He approaches those situations with special respect.
As if all that wasn’t enough, aerial firefighting has had its own demons to contend with in recent years. Consider this, from a 2002 report to the USFS and BLM by aerial firefighting industry experts: “The safety record of fixed-wing aircraft and helicopters used in wildland fire management is unacceptable.”

The 2002 season was an especially deadly year for aerial firefighting, with two separate high-profile in-flight breakups of air tankers resulting in a number of fatalities. Chris remembers this time well. After all, aerial wildfire pilots, even pilots from different organizations, often work side-by-side fighting the same fires, so it was his friends and colleagues who lost their lives in those accidents.

Until 2002, conversions of older aircraft into air tankers was generally believed to be as safe as the aircraft's original design role, as long as aircraft maintenance was consistent and timely, and that aircraft were not overloaded (in respect to their original design limitations). Basically, it was assumed that the air tankers, even old ones, could safely be flown indefinitely, as long as the manufacturer’s maintenance schedules were adhered to.

What the report concluded, however, was that a combination of factors, including a lack of FAA oversight into air tanker safety operations and the USFS’s own internal pressure to award contracts based primarily on the lowest total cost for services (read “oldest and cheapest aircraft”) led to an environment where these disasters could occur. The effects of this brutally honest investigation were immediate and powerful. In short, the report caused a reboot of ALL air tanker operations, including a command by the USFS to immediately ground older tankers outright until newer safety standards could be established and the planes could be proven safe.

Continued
Today, Chris tells me, in large part due to the events of 2002, we know far more about the true “cost” of aerial firefighting on the reliability of older airframes. Maintenance intervals are shorter, and firefighting missions are assigned a multiplier penalty that calculates flight hours at a faster rate than standard flight hours. Neptune Aviation, in particular, has invested substantially into the safety, reliability, and efficiency of the aircraft they fly, spending millions of dollars developing their own top-notch testing and analysis equipment, maintenance programs, parts warehousing and tracking, and tear down/rebuild processes.

Currently, Neptune Aviation operates seven older Lockheed P2V Air Tankers, which are based on designs dating back to 1945. In the next section, we’ll look at how Neptune Aviation keeps these older tankers flying safely under heightened regulations, take a look at the new BAe-146 Tankers, and, through sheer luck, see what it’s like to be on the ramp of a major airport when aerial firefighting operations are conducted on the busiest day of firefighting in years.

This story was written by Julian Cordle for AirlineReporter. Julian has been an aviation fan since his early days growing up in Alaska, the state with the most airplanes per capita. He serves as an IT Administrator by day, but has had the chance to call a large regional FBO in Oregon one of his customers. He enjoys raising his son, Jeremiah, around their shared love of aviation, and Oregon is a great place to experience it all.
Taxiway Golf – Revisited

By Steve Rossiter

This basic article was originally published several years ago. A recent event has prompted me to re-examine and update this article.

Sherry and I live on a hill overlooking the Missoula Airport (MSO). It has always been interesting to me that so many pilots operating from MSO choose to use Taxiway Golf as the starting point for their take off on both runways 11 and 29. Of course there is plenty of runway in both directions for most general aviation airplanes to takeoff. Is it a good idea to only use only half the runway? We each have our own opinion and I am taking this opportunity again to discuss my position.

When I've talked to pilots about intersection departures, not just in Missoula, I hear rationales such as; “it’s faster” or “it costs less to taxi the shorter distance” or “it’s not unsafe” or “I operate from shorter runways all the time.” All of these comments are absolutely true. Why the discussion then?

Having been a professional pilot for 49 years, a flight instructor for 47 years and a graduate of the USC Aviation Safety Management and Accident Investigation Program, I have sat around hangar flying with a lot of pilots, most of which were professional pilots, and the consensus I have observed is that, as a rule, intersection departures are not considered the best idea. Say what?

My main concern is safety. The fact is, it is not as safe to depart from an intersection as it is to depart using the full length of the runway. The operative term is as safe. Consider this situation:

You accept a departure from Taxiway Golf on runway 29 at MSO. From Taxiway Golf you have 3950 feet of runway available, more than enough runway for your airplane. When you get about 3000 feet down the runway (either flying or you may still be on the ground) you have a problem and you need to be back on the ground and stop. It so happens that you are extremely proficient and you are able to get your airplane down and stopped only overrunning the end of the runway by a few hundred feet. Oh yeah, and you ran through the first couple of layers of approach lights. Or you land in the rolling hills west of the airport or in the grain field east of the airport.

The same situation from the full length of the runway is a major non-event. It is unquestionably safer to depart from full length than it is from an intersection. You will never need the extra distance of the full length of the runway until you need the full length of the runway. Is your crystal ball good enough to know the difference? Mine isn’t.

Nor was a friend of mine’s crystal ball good enough. He and another friend made an intersection departure and about 300 or 400 feet in the air, lost power, turned back toward the airport but ended up in someone’s back yard. Although the airplane was destroyed and there was some damage on the ground, both pilot and passenger walked away from the accident site. The airplane’s airframe did its job and protected the occupants.

When the aircraft first lost power, how much do you think that pilot might have paid to have all the unused runway behind him back? Do you think he has thought about that some since the accident? At 300 to 400 feet of altitude, from the starting point at full length of a 9,500 foot runway, do you think there would have been runway in front of him or at least relatively flat ground to deal with? Do you think a pilot who has had such an experience might rethink the concept of full length as opposed to intersection takeoffs? Most important, will you learn from another pilot’s unhappy experience?

Please remember, there is nothing more useless to a pilot than:

1. The runway behind him,
2. The air above him and
3. The fuel left in the fuel tank truck.

I’ll always opt for the full length of the runway for takeoff except on the rare occasion when air traffic control
requests the use of an intersection. In those cases, I am aware of and accept the higher level of risk associated with complying with their request. Whenever you make the choice to make an intersection takeoff, please acknowledge to yourself that you are accepting a higher than necessary level of risk.

Steve Rossiter started his flying career as an Army Aviator with two tours in Vietnam and two tours as an Army Instructor Pilot one in helicopters and one in airplanes. After his military service he worked as a law enforcement pilot, and air tanker pilot, helicopter firefighting pilot, air taxi pilot, helicopter external load pilot, a check pilot for the Department of Interior and US Forest Service, and Aviation Safety Manager for the Bureau of Indian Affairs. He holds an ATP for Airplanes and Helicopters, has several type ratings, Advanced and Instrument Ground Instructor, and held CFII Airplane and Helicopter until 2014. He is currently President of EAA Chapter 517, Vice-President of Five Valleys Hangar of MPA, and Chair of the Aviation Organizations of Montana.

A First for Missoula: The Terminal’s Open Air Deck
By Dan Neuman, MSO Business Development Manager

Did you know that The Missoula International Airport (MSO) has one of the most unique features of any airport in the United States? In fact, there are only a handful of other airports in the nation that can make this claim. And most of those facilities require either a membership or an entrance fee.

What am I talking about? An open air deck that is open to the traveling public. I know, I know decks are as common as Subaru’s in Missoula… right? But this is not true at the nation’s airports. In fact, our research shows only three other airports in the U.S. have this type of amenity.

Featuring stunning views of Lolo Peak and up close and personal observations of arriving and departing aircraft, this deck actually was conceived out of necessity. Air carriers are rapidly expanding their level of service into this Mecca of Western Montana. In fact, expanding so rapidly that during the summer months there is a dire need for additional seating and gate areas.

Instead of building temporary seating area that would have to be dismantled in the winter months or even abandoned in the upcoming airport expansion, MSO found the perfect solution in an outdoor deck that will remain in place throughout future terminal growth. It does not require any heating or cooling, and speaks to the hearts of the thousands of outdoor loving travelers that pass through our terminal each year.

During summer months, the deck is covered with shade-providing cloth sails, outfitted with a bar and a full menu of food items that will be delivered directly to your table. With a capacity of 40 people, it really helps to take the strain off of the crowded gate areas and gives you access to fresh mountain air, a rarity in most air travel experiences.

The MSO outdoor deck is located adjacent to Gate 3 in the upper concourse of the terminal. Next time you are flying, stop by, check it out and then tell us what you think! If this year’s level of use is any indication, there is a good bet that an open air deck will become a part of the overall terminal plan for years to come. After all, this is Missoula and if there is one thing we can agree on, it is that we can all use a breath of fresh air.

Sources:
http://www.airfarewatchdog.com/blog/16714309/airport-observation-decks-around-the-world/
Runway Dust by Charles R. Furden
A book review by Steve Rossiter

There was a time between World War II, Korean War and the Jet Age where general aviation consisted small airport spread all over the country. A time when aircraft of the Golden Age of Aviation were nothing more than, mostly forgotten, old cheap airplanes. A time when WWII and Korean War warbirds were cheap and plentiful and could be found at most airports. This was a time when the predominate training airplanes had tail wheels and 65HP engines. Sky King was flying a surplus “Bamboo Bomber,” the Cessna 310 was barely off the drawing board, all-metal single engine airplanes with nose wheels were more unusual than routine.

This is the setting for Mr. Furden’s “Runway Dust.” It is the story of a young man’s passion to learn to fly, work around airplanes, and hang out with aviation people. It is the story of one small central Utah airport that no longer exists. It is a fun book that tells the story many of us can completely relate to from our own experiences with airports of this type and time period. Many who read this book lived these stories or stories much like them. People too young for the wars but exposed to the aviators of the “Greatest Generation” who experienced the wars and worked hard to remain in aviation after the wars.

It is hard for us to imagine a time when WACOs, Staggerwings, C-45s, AT-50s, BT-13 were not only not collectable, but actually available at bargain basement prices. In those days, military airplanes were often sold for a price less than the value of the fuel in their fuel tanks. In those days, the Cessna 180 and the Beech Bonanza were the “high performance’ airplanes.

Mr. Furden relates first person experiences during his earliest years in aviation and the waning years of the airport he operated from. The stories are often biographical in nature, yet the book is not a biography. This book is a terrific read and will be enjoyed by anyone who yearns for the simpler world of the old days in aviation when avgas had a zero and a dot before the price.

Missoula GA Organizations

EAA Chapter 517 meetings are held on the 3rd Monday of each month, January through November, scheduled at the hanger at Stevensville Airport (32S) odd-numbered months and at the conference room in the Missoula airport terminal (MSO) even-numbered months. For information, contact Sherry Rossiter, President, ssrossiter@aol.com or visit the Chapter web site www.eaa517.org

Montana Pilots Association (MPA), Five Valleys Hangar meetings are held on the 2nd Monday of each month. For information, contact Jim Younkin, President, jcyounkin@msn.com

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 Stan Cohen, Michelle McCue, Dan Neuman, Steve Rosssiter, and Kynan Spethman for contributing to this newsletter! If you have something interesting to write about 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 News is published intermittently. 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.

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MISSOULA AVIATION WEB SITES
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Neptune Aviation: http://www.neptuneaviation.com
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