

Fall 2020



Jim Milligan Photo

Historic B-25 “Maid in the Shade” visits MSO. [Read more](#)



GA activity unaffected by COVID. [Read more](#)



Short but important notes; **access badge alert!** [Read more](#)



Neptune & Northstar share Marta Timmons’ Celebration of Life. [Read more](#)



Flight training is unabated at MSO. Pictured is Northstar’s Piper Cherokee. [Read more](#)



MSO receives FAA grant to lower emissions. [Read more](#)

Updates from MSO next door neighbor National Museum of Forest Service History. [Read more](#)



Pete crashes ice sculpture party at McCall, Idaho. [Read more](#)



UAS role increases at MSO. [Read more](#)



Trevor Stene’s 2010 Trip of a Lifetime. [Read more](#)



New terminal South Concourse construction update. [Read more](#)

Iconic Bomber Visits MSO

MSO GA News

Among the aircraft landing at MSO none are more historic than the B-25 that arrived on August 31, 2020 for an eight day stay. The Museum of Mountain Flying was the proud host. The B-25 “Maid in the Shade” was brought in by the Commemorative Air Force, an organization headquartered in Mesa, Arizona that restores and flies historic military aircraft. The ground crew and pilots of the Maid are all volunteers, taking 2-week shifts and hailing from all parts of the country. The ground crew travels in a truck pulling a mobile office. They schedule walking tours of the aircraft and flights. The pilot and co-pilot are airline professionals and come for the weekend flights. Besides the pilots, the crew in the airplane includes a Flight Crew Chief who rides just behind the cockpit and helps keep an eye on the instruments. A Loadmaster rides in back with a view of the rear of the engines in case there are signs of engine performance issues not observable from the cockpit. He also seats and looks after passengers. Missoulians enjoyed guided ground tours for a small charge and some enjoyed short flights in the B-25, provided at a higher cost.

The visit of the Maid was an occasion to honor some deep, unique personal connections with the B-25 and its WWII mission. Reporter Kim Briggeman (Missoulian, September 5) related the story of **Malcom “Mac” Enman**, a 1941 graduate of Drummond High School. Mac flew 55 missions in a B-25 during WWII. During the Maid’s MSO visit, Mac’s daughter, Barbara Enman Komberec and his son, Jay Enman, were treated to a flight. It gave them the deeply moving experience of passing over the Valley Cemetery, near Drummond, where Mac Enman and his wife Margery are buried. Barbara’s husband, Dick, brought the “Mann Gulch DC-3” to Missoula. That aircraft became “Miss Montana,” named after the B-25 flown by Mac Enman. Barbara volunteers her bookkeeping services to the Museum of Mountain Flying. The couple’s son, Eric Komberec, is President of the Museum of Mountain Flying and Chairman of Miss Montana to Normandy.

Another WWII aviator intimately tied with the B-25 is Missoulian **David Thatcher**. David was the tail gunner/engineer of the “Ruptured Duck,” one of the 16 “Doolittle Raiders” that bombed Japan in a daring mission only four months after Pearl Harbor. The nearly

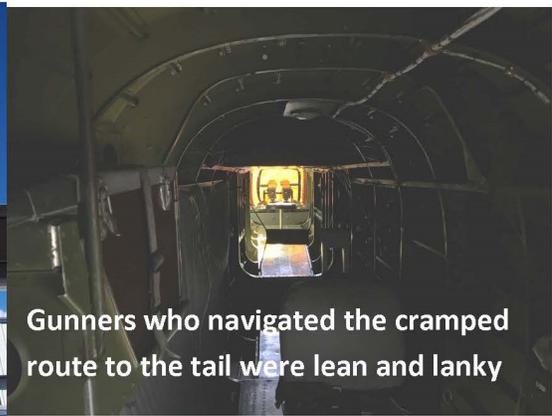
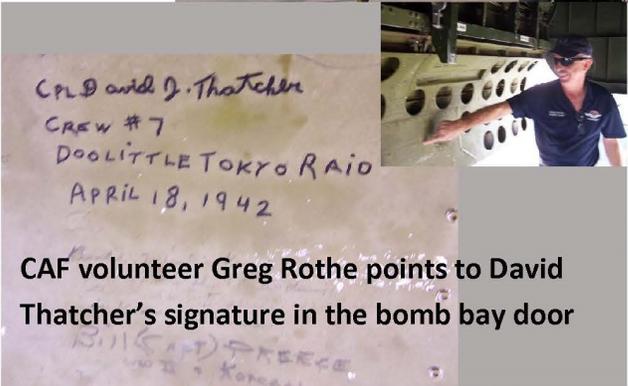
impossible raid had to be launched early because the carrier with the aircraft aboard was spotted by a Japanese vessel before the planned launch time. The earlier than planned departure meant less fuel for the flight, which already had little reserve margin for reaching safety in China after the bombing. Fifteen of the aircraft reached China but all crashed. One landed in the Soviet Union, where the aircraft was confiscated and the crew interned for more than a year. Incredibly, 77 of the 80 crew members survived the mission. Eight were captured by the Japanese military and three were executed. The success of the raid gave Americans a big boost in morale as they struggled to scale up for a military response after Pearl Harbor.

The story of the B-25 “Ruptured Duck” on which David Thatcher was a crew member is immortalized in the book “**Thirty Seconds Over Tokyo**,” written by the Duck’s pilot Captain Ted Lawson. The book was written in 1942 but prohibited for release by the War Department until 1943 to safeguard military security. The movie by the same name was released in April of 1944, exactly two years after the Doolittle Raid. The book is available from several sources online.

The last survivor of the Doolittle Raid was Richard Cole, Doolittle’s Co-pilot. He passed away in April, 2019 at the age of 103. David Thatcher passed away at the age of 94 in June, 2016 after a long Missoula residency. His daughter Sandy Miller and her husband, Jeff are Missoula residents. Jeff relates an anecdote about David, who noted that he was never in an aircraft carrier landing, only a departure. The B-25 would be unable to land on the short carrier decks of the day. All the Doolittle Raider aircraft were hoisted aboard the carrier Hornet by crane. David was in the Ruptured Duck when it was taken aboard. As Engineer/Gunner it was his job to set the brakes when the aircraft was put on the deck, and then release the brakes so the Hornet crew could position the aircraft on the carrier. David would say that he “never walked on an aircraft carrier and never walked off!”

MSO Private Pilot **Chuck Bloom** may well be the only active Montana pilot who has flown a B-25 or is certainly one of the very few. Here are some of his

See Maid (Continued on page 5)



Left: The Maid's cockpit. Above: More switches. The note below the arrow says: "Damed if I know..."



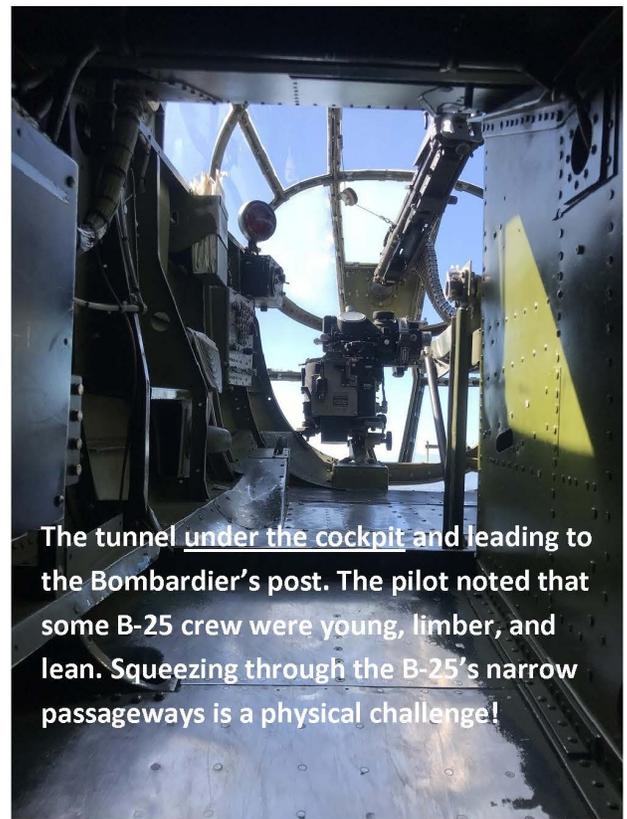
The Maid's pilot "pre-flights" Bonner area resident Jim Milligan and fellow passengers.. Jim's on the right and his grandson, Connor, to his left. Photos are Jim's unless otherwise noted.



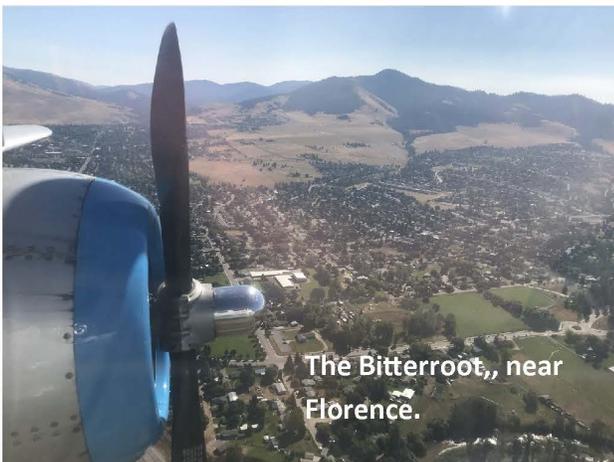
Headed south towards Hamilton.



Maid in the Shade departs Missoula with "air tourists" aboard. Judy Matson photo



The tunnel under the cockpit and leading to the Bombardier's post. The pilot noted that some B-25 crew were young, limber, and lean. Squeezing through the B-25's narrow passageways is a physical challenge!



The Bitterroot,, near Florence.



The bombardier's post on Maid in the Shade.

Neptune Honors its Founder

MSO GA News

Neptune Aviation - Northstar Jet held a celebration of life for founder Marta Timmons, who passed October 10, 2020. As is traditional for Neptune's sharing with the community, this experience was uniquely memorable for guests. The October 31st date of the celebration was in recognition of Marta's favorite holiday, Halloween. Neptune staff were in costume, and "trick-or-treat" treats were given to everyone in attendance. Because of the virus pandemic, attendees came only on wheels. Volunteers from the Missoula County Sheriff's Office, Marta's colleagues, directed traffic for the approximately 150 attending vehicles.



Left: Northstar's main hangar held displays and hosted speakers honoring the exceptional Marta Timmons and her lasting contributions.

The main Northstar hangar was the site of memorial displays and speakers' shared memories of Marta and her notable contributions to Missoula, not only to aviation but to the community as a whole. A proficient multi-engine pilot herself, she started the aviation charter company Thunderbird Aviation in 1989. She later established Northstar Air Express, predecessor of today's Northstar Jet. Recognizing the key role of aerial firefighting in the Rocky Mountain West, she purchased Black Hills Aviation of Alamogordo, New Mexico and its Lockheed P2V Neptune aircraft. She moved the business to Missoula where it became today's Neptune Aviation. Always a pioneering spirit, Marta anticipated the need for firefighting aircraft with greater capabilities and in 2010 began replacing the P2Vs with British Aerospace 146 aircraft that now comprise the Neptune firefighting fleet at MSO.

See Founder (Continued on page 6)

Maid (Continued from page 2)

recollections: "I trained in the B-25 in 1957 at Reese Air Force Base. It was a great trainer for becoming a multi-engine pilot. By the time I got to them they had a lot of use and being slightly out of rig was common. They were good for practicing engine failure. With the twin rudder you had good control when the instructor had you making some maneuver to distract your attention then turn off the fuel to an engine.

"Our squadron commander was Col. Travis Hoover who was the pilot of the second plane to take off after Col. Doolittle from the carrier on the raid on Japan. We had a spot marked at the side of the runway the length of his carrier and tried to get off in that space. Col Doolittle used to see us trying this and gently advised against it. To make it more difficult he came out with a restriction of only using 40 inches of manifold pressure instead of the manual's call for 44 inches.

"I only had one close call in the '25. I and another student were out solo (pilot and co-pilot, no instructor) and I was flying around the farmland up by Amarillo a little lower than the restrictions allowed. One farm had a very large pond which I decided to fly over. As I approached the water it suddenly seemed like the whole water level was rising to meet me. Turned out there had to have been many hundreds of wintering waterfowl

sitting on the water. Fortunately my instructor, who had flown B-26's in Korea, had told me, after warning me that low level flying was forbidden, that if I was in that position to keep the plane very heavily trimmed nose up so it required considerable forward force on the column for straight and level. When the birds started to rise, I inadvertently relaxed pressure on the control yoke and the plane out-climbed the birds.

"The '25 was also responsible for the start of my hearing loss. In those days we only had the leather headsets which had no sound reduction at all and we usually flew with one side on the top of our heads so we could yell at the person in the other seat. With two engines right by the cockpit and only a sheet of aluminum and minimal insulation the noise was considerable. Hearing protection was simply not a consideration -- but it was worth it."

Links to excellent Maid in the Shade stories by Missoulian reporter Kim Briggeman

https://missoulian.com/news/local/watch-now-restored-wwii-bomber-touches-down-in-missoula/article_f1cce9e0-58a1-5e04-a652-83040d1440ab.html

https://missoulian.com/news/local/a-flight-to-fancy-children-of-wwii-bomber-pilot-get-a-ride-to-remember/article_1e4471c4-ced2-5e40-a8d6-c9fd72c93c85.html



Founder (Continued from page 5)

Speakers at the celebration of Marta's life referred again and again to her kind, generous, thoughtful, loving spirit that thrived behind her prodigious personal energy. She shared many interests in the Missoula community. She coached and supported track athletes. She served the Missoula County Sheriff's Office as a volunteer Reserve Deputy in the Detective Division where she conducted active investigations. She was nearing completion of her PhD in Anthropology having researched the role of women and children in the American mining West. Her UM mentors admired her efforts so much that they will present the family with a posthumous PhD. She was a proud philanthropist supporting many worthy causes. Marta was unique, special, deeply admired, and loved by her family and many friends. Her memory lives on in Neptune's creed: "Embracing Family – Firm Handshake – Resilient Spirit."



In recognition of Marta's favorite holiday, Halloween, Northstar/Neptune staff attended in costume.



After a low fly-by, Tanker 41 brings Marta to the airport and the celebration of her life.



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.

Missoula Airport Terminal Expansion – Fall 2020 Update

By Tim Damrow, MSO Manager of Projects

Well, to say that 2020 has been an interesting year would be quite an understatement. Despite all the recent challenges and occasional snow flurries (☁), progress on our much-needed terminal expansion remains on schedule and within budget. Regardless of what the next few months bring, our team remains ready to rise the challenges and will continue to deliver an excellent final product to MSO and the Missoula community.

The reduced passenger volumes over the trailing months have allowed us to accelerate work on our roadways and parking lots to minimize impact to travelers. In late July, we opened our new terminal entrance and expanded access road. While things will look a bit different on your next drive to the airport, we know the expanded roadway, enhanced lighting and signage will help you easily navigate to your destination.

In addition to the roadway changes we also gave our aging parking lot a much-needed expansion and facelift. Gone are the days of “overflow” parking at the airport during the busy holiday travel season! Our expansion was able to net us an additional 270 parking spots, created wider drive lanes and improved the parking layout to shorten the distance to the terminal.

Speaking of terminal, I am sure everyone has been excited to finally see the South Concourse come fully into view. With the goal of having the building fully enclosed by Thanksgiving, work on the interior of the building is

ramping up with most of the building trades on-site and ready to complete their portion of the project. Most noticeable this fall will be the completion of the “curtainwall”, or front façade of the terminal that will welcome travelers with panoramic views of our city and surrounding mountains. *(Editor’s note: The “South Concourse” is the section of the new terminal now under construction. Construction of other sections will completely replace the existing, “old” terminal and will begin at a later date when funding is secured)*

On a related note, we have awarded and completed design for our new food and beverage spaces that will reside in multiple locations across the new South Concourse. The South Concourse will now be home to the Black Coffee Roasting Company (Pre/Post Security Grab & Go), Kettlehouse Tap & Grill (Post Security Restaurant) and the Cold Smoke Tavern (Post Security Bar/Grill).

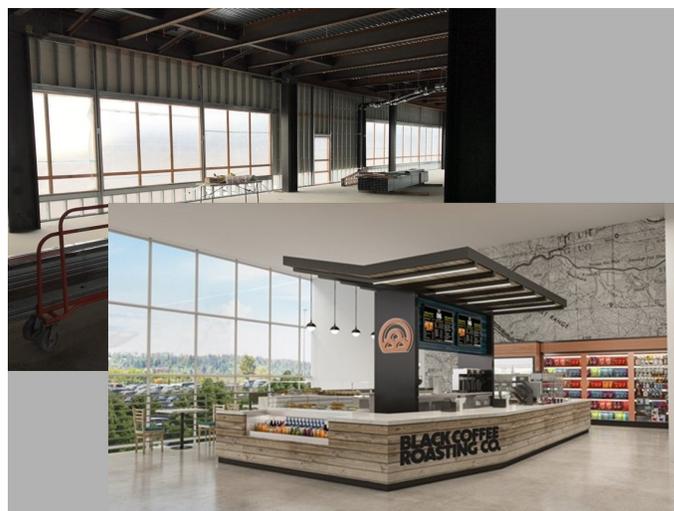
In closing, and new this month, we are happy to offer the ability for our employees and tenants to have a behind the scenes look at the new terminal. Please use the following link schedule a spot on one of our Friday morning tours: <https://MSOtour.as.me/>

Visit www.flymissoula.com/construction to sign up for project updates and browse the latest construction photos!



Left: Tim Damrow leads a tour to update progress in South Concourse construction.

Right: The pre-security public area in the South Concourse will feature a broad view of the airport and its scenic surroundings. The current state of construction is at upper left; the finished concept lower right. Finally! A place where an interested public and travelers can grab coffee and a snack and watch airplanes!



General Aviation activity holds its own during COVID

MSO GA News

In contrast with the marked decline in year 2020 air carrier traffic because of COVID, general aviation operations continued roughly on pace with 2019 numbers. Flight training, which accounts for a good share of MSO GA operations, continued with precautions in place to guard the safety of students and instructors.

As Airport Director Cris Jensen reported at the Airport's October Board Meeting "...Missoula and Montana are one of the few bright spots in the airline's operations these days. The trend in enplanements continues to inch up and we continue to perform considerably better than the national average. For the month of September, MSO was at approximately 53% of normal

while the national average is still around 35%. For the year to date we are running at about 45% of normal which is pretty good considering that in April, May, and June we were down to 5%, 15%, and 24% of normal, respectively. Looking forward, there is reason to be optimistic as we will have more seats in the market in November than we had last November and there have been a number of reports published that have documented the chance of catching the virus on board an aircraft as very low. While we will be nowhere near last year's record numbers the trends are heading in the right direction."



Tower Operations at MSO, calendar years 2019 & 2020

	Air Carrier		General Aviation	
	2019	2020	201	2020
January	710	557	582	689
February	627	491	533	934
March	630	511	115	981
April	682	271	9	796
May	774	331	109	1127
June	953	422	3	1531
July	980	840	134	2127
August	956	1004	1	2243
September	866	782	157	1577
October	755		2	
November	710		116	
December	765		6	
TOTAL	9408	5209	952	12005

Terminal Expansion



Travelers will be able to soothe hunger and thirst while relaxing at the post-security South Concourse Kettlehouse Tap and Grill.



The road access revision to the terminal is complete. New parking areas, not yet complete, will add 270 spaces.

MSO Pioneers Use of UAS

MSO GA News

“Drone” is a boring, non-descriptive term that belies the increasing complexity of these aircraft. “Unmanned Aircraft Systems” (UAS) better describes them as “systems,” accounting for their increasing technological capabilities. As we’ve come to expect but maybe don’t fully appreciate, Missoula International is a leader among airports in embracing new procedures and technologies in the spirit of progressiveness. That spirit continues to bring great benefits. The pioneering use of UAS is but one example.



Tim Damrow unpacks the airport’s drone prior to a flight. The aircraft is a flexible and instantly available tool for evaluating the status of airport projects.

The Airport’s Manager of Projects, Tim Damrow, is a certificated FAA Part 107 Small Unmanned Aircraft System (SUAS) Pilot. The certification applies to UAS less than 55 pounds. Tim is also a certificated Private Pilot and that made his drone certification a simpler process. Certification is not required for pilots who fly SUAS only for recreation, although their drone must be registered with the FAA.

Tim’s drone piloting has become an important tool for assessing developments at the Airport. The view from above gives, for example, readily available updates of construction progress for the new terminal and its associated facilities. “A picture is worth a thousand words” applies. Tim’s drone flights at the airport are required to comply with FAA regulations, which include: Flight permission from MSO Air Traffic Control, preflight inspection of the UAS, altitude less than 400 ft, visibility at least 3 miles, remain within line of sight. Pilot vigilance is critical for flights within MSO airspace particularly because of the likelihood of a helicopter flying at a low level and inbound for landing at

Minuteman or Life Flight.

As noted by the engineering firm Morrison-Maierle’s Shaun Shea, MSO is **the first among all Part 139 commercial airports** to employ UAS technology for the assessment of runway pavement



Ground personnel from the firm Silent Falcon fly their drone over the airport’s Runway 12/30. The aircraft’s software yields data used in evaluating the condition of runway pavement.

condition. Morrison-Maierle contracted with the firm Silent Falcon to conduct a runway Pavement Condition Index (PCI) in early November. The UAS that was utilized was very similar to the one Tim Damrow flies for the airport. The aircraft’s systems scan the runway surface and provide a condition evaluation of its pavement. Silent Falcon flew the drones, will process the data, and will then turn it over to Shaun. He will evaluate the pavement conditions based on their data and aerial images and write the recommendations report to the FAA.

Missoula pilots, including the GA News Editor, experienced the PCI project by waiting for landing or departure while the UAS flew over the runway to collect data... a tiny inconvenience considering the value of the procedure, which once took much longer using ground-based surveys.

Get Out and Fly!

MSO Flight Schools and FBOs

Montana Flying Service

During the fall of 2019 and into early 2020 Montana Flying Service owner Bruce Doering sponsored informative and well-attended “Wednesday Night Seminars” at his hangar in the East LZs. Attendees appreciated the high quality of the information presented and the opportunity to share learning and discussion with fellow MSO aviators. The pandemic put an end to the seminars, but Bruce is looking forward to getting them going when it’s again safe to get together in a larger group.

Minuteman Aviation – an update by Josh Johnson, Pilot and Director of Ground Operations

While Covid-19 has had an impact on operations, it’s nice to report we’ve seen an overall increase in business, resulting in a 43% increase in fuel sales from last year (March – September).

Prior to the COVID-19 outbreak Minuteman started the process of building a new hangar to accommodate increase demand for more hangar space. We are pleased to report the New Hangar Project is nearing completion and will be ready in time to keep more aircraft inside and toasty warm this winter!

As for Flight Instruction at Minuteman, it’s going strong with 2 instructors. We’ve been able to keep our students safe by implementing COVID-19 protocols that include disinfecting aircraft following each flight. From the beginning, flight instructors were given the option to continue flying with students based on their own comfort levels. The wearing of masks and other CDC recommendations were followed to stay safe. With these things in place we have not seen any cases of infection (knock on wood!) and have seen little or no reduction in flight time. Helping folks pursue their dreams of flight is a wonderful thing to be a part of as we follow students through the process and celebrate as they become certified

Pilots! When we set out to restart Minuteman’s flight training program it was never about pumping out as many students as we could. Instead it was built on a clear understanding that we will only graduate the safest and most competent Pilots possible. One of our students (and former employee), Madelyn, received her private pilot certificate and has relocated to continue her education with the Mission Aviation Training Academy to become a Mission Pilot. It’s these kinds of stories that keep us excited and motivated to help others follow their passion for aviation and go on to do amazing things. Those that are interested in flight training with Minuteman can call our main office for more information (406)728-9363.

Northstar Jet Flight School – an update by Kynan Spethman, General Manager

The Northstar Jet flight school has been very active during 2020! So far in 2020 we’ve flown almost 1600 hours of various missions! We want to thank all our Flight School Students, Renters, and Customers that chose to fly with us for an Intro Flight or Scenic Flight this year. Many new student pilots passed their check rides and became Private Pilots this year.

We’re very excited to announce that we’ve expanded and moved the Flight School into its own designated Hangar recently! Hangar #8 on the Southwest corner of our campus, near the Heli-Pads and Self-Serve fuel is now the home for the Flight School. Designated instructor offices, a designated conference room and adjoining hangar space for the flight school fleet are all part of the new facility! Sam Giese and Ryan Garrett are available full time, with 7 day a week coverage. Larry Waldman and Danielle Maniere are available part time as demand requires. We’ll be adding another newer C-172SP to the fleet, so standby for that. Please come and say hi and check out the new facility!”



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.

Dan's Desk

By Dan Neuman, MSO Business Development Mgr.

Well once again Gary has revealed his questionable judgement by asking me to write another column for the GA Newsletter. When he first asked me to write about *Vail* and I thought to myself, you know I never knew Gary was such an ardent fan of alpine skiing. Then luckily, he clarified his request and asked me to write about *VALE*. Now that makes a little more sense. Oddly enough though, the 2 are connected. When you think of *Vail*, you think of crisp clean mountain air and when you think of *VALE* you think of um..... crisp clean mountain air! See *VALE* stands for Voluntary Airport Low Emmissions program. It is an FAA program that awards grants to Airports for installing equipment that helps to reduce emmissions.



For instance, if you install Ground Power and Air Conditioning units on jet bridges, then airplanes don't run their Auxillary Power Units (APUs) for power and air conditioning. Pretty cool way to keep the air clean since APU's run on jet fuel. MSO was the recipient of a grant for \$756,995 to install this equipment on our new terminal jet bridges. It was the first year of eligibility for most Montana airports and we have the distinction of being the first airport in the state to receive this grant! While we are on the subject, I wonder if Gary will ask me to write about *Veils* for the next newsletter? A quick internet search tells me that elite women in ancient Mesopotamia and in the Greek and Persian empires wore veils as a sign of respectability and high status. Not sure how I can make a connection to either *Vail* or *VALE* with that one. Maybe a topic for another time. Are you starting to understand my thinly *veiled* reference to Gary's leap of faith in asking me to author yet another article? I tried to warn him but to no.... um *avail*.

Left: What does winter in Vail, Colorado have to do with the Missoula International Airport? Clean air!

My Winter Adventure

By Perilous Pete Pilot (Reprinted from spring 2010 GA News)

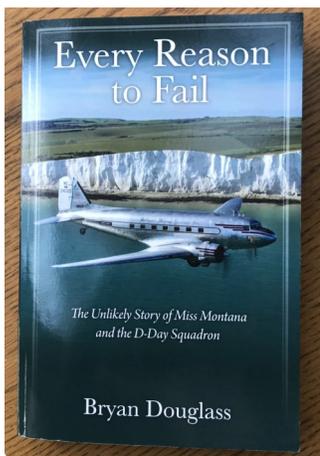
It was a clear January day in Missoula and I decided a flight to Boise would add some fun. The sky was blue all over so I didn't waste time checking weather. Soon, I was cruising along VFR in my trusty Skyhawk at 8500, admiring the snowy view below. About Grangeville, some clouds showed up ahead, but McCall wasn't too far so I pressed on. Wouldn't you know it... those dang clouds kept getting lower and darker until, you know what? ...I was right there in 'em. Whoops! Well, no worries, I'll just go a little lower until I can see the ground and let my GPS take me to McCall. Whoops! No ground in sight, just the fuzzy stuff all around. Well, no worries. My screen shows Payette Lake ahead and that's close to the McCall airport so it should work out fine. Maybe by the time I get there and descend the airport will be easy to spot below this fuzzy stuff I'm in.

About this time, I noticed some ice on the wings. Jumping Jehosaphats! Ice was building up faster than flies on a cow pie! Soon, unless my altimeter was lyin', I was headed down. Right over Payette Lake now, I used all my pilot skill to keep the wings level and keep that iceball in the air. I couldn't see a thing. There was a thick layer of ice all over! About the time my controls froze stiff I felt a bump and then was sliding along... another bump and my GPS screen showed me up on the shore of the frozen lake. Whew! That was close! Now, if somebody would just come along and find me it would sure help! I couldn't see out, so nobody could see in either. Yikes, I could be here until spring thaw!

See Pete (Continued on page 16)

MSO NEWS SHORT TOPICS

Every Reason to Fail



Bryan Douglass' book about the epic adventure of Miss Montana to Normandy is absolutely a "must read" for aviators, especially those of us sharing a base with the historic DC-3. Bryan's story creates in the reader a deep appreciation for a number of things: The success of a near-

impossible effort to make the aircraft flyable in less than a year's time and starting with zero resources; the rarely seen volunteer energy that showed up again and again to do the work; the rich relationships among the Miss Montana crew that flourished because of their sharing of an epic adventure; the physical and performance challenges involved in participating with many DC-3s never before together as a group and called upon to skillfully execute a "one-shot-only" D-Day Seventy Fifth Anniversary performance. The historical accounts included in the book, Mann Gulch, WWII, the Berlin Airlift, give added value. **Every Reason to Fail** can be purchased on Amazon. Bryan will sell an autographed copy for \$20. Contact him at bryan@everyreasonstofail.com ...and Christmas is right around the corner!

Advisories from Spokane Approach

VFR pilots inbound to MSO from the west may find it helpful to request traffic advisories from Spokane Approach, 124.9. IFR and VFR approaches from the west to Runway 12 and departures to the west from Runway 30 are restricted by terrain that concentrates traffic in narrow corridors. Your *News* Editor has found approach controllers responsive and helpful and has on some occasions been alerted to potential traffic conflicts that may not have been seen. Getting ATIS when about 30 miles out and then contacting Spokane Approach seems to work well. Approach will typically advise the switch to Missoula Tower when about 10 miles out.

Delta Golf Hangars

Completed in 2019, these hangars featuring an Erect-A-Tube design are now all under private ownership and managed by a condo association of owners. The hangars are located at the intersection of Delta and Golf taxiways.

New Hangars located near Golf Taxiway

MSO pilots Mark Bretz and Greg Kosena partnered with Minuteman in constructing a shared hangar. An east/west dividing wall in the middle of the building separates two leases. One is to "Golf Hangar B" (Kosena, Bretz) and the other is to Minuteman. Builders gave high praise to the Airport Authority, which they found "very responsive and easy to work with." Construction has been complicated by delays but is expected to be completed during November.

Five Valleys Flyers – EAA Chapter 517

Our MSO-based EAA Chapter has kept active during the pandemic. Chapter meetings with programs and guest speakers have continued, with social distancing and other COVID protocols in place. A well-attended "donuts and coffee" was held on the first Saturday of each of the warmer months and attracted several new Chapter members as well as numerous fly-in guests. Recent business included the election of Steve Rossiter as President and Eric Ristau as vice president for the 2021-22 terms of office. Because of the national EAA organization's policy, Young Eagles flights for youth were not conducted this year. As an additional precaution, the Chapter is not planning any events opened to the general public until the COVID situation has an acceptable solution. To learn more about the Chapter and its activities go to <https://chapters.eaa.org/ea517>

Airport weather and conditions

- ATIS phone line. 406-549-2989. Call in to get ATIS when you're away from a radio.
- ASOS (Automated Surface Observing

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Topics (Continued from page 12)

System). 406-728-3743. MSO weather 24/7.

- After the tower closes, ASOS weather is available by radio at 126.65.

Talk to a real person. 406-329-4840. The staff at our local National Weather Service office is always glad to visit with pilots about weather and can often clarify uncertainties in a forecast.

Airport access badges

- Check your badge renewal date. It expires every two years, on your birthday.
- It can be renewed anytime within the 30 days before your birthday. There is no “grace period” after the renewal date.
- Begin the renewal process by completing paperwork at the airport administration office in the terminal. Arrange with your sponsor (FBO, commercial operator, or hangar association manager) to sign your paperwork. The signed paperwork authorizes you to take the tutorial at the Airport’s Public Safety Office. Badges are issued at the completion of the tutorial.
- This message received 11/19/20 from Administrative Assistant Rick Reeve regarding accessibility of the airport’s badging services:*

Public Safety Officer Jesse Johnson handles badging procedures and is only in for full time badging on Tuesdays and Wednesdays each week. These are the days where appointments can be made

online at: <http://flymissoula.com/badging>

The Administrative Office is extremely short staffed and has odd hours due to Covid, so coordinating any off-day requests for badging is a bit of a challenge.

*Please do not assume we are able to attend to walk ins.

*Please also keep in mind that it is a lot easier to accommodate requests if you call or email ahead of time. This way I can adjust my schedule. Admin. Office phone: 728-4381

*It also allows me to make sure the person coming for badging has the proper forms, knows about the ID requirements, and gets their signatory to OK the paperwork prior to coming over to the office for badging.

Moving?! PLEASE let your sponsoring FBO or hangar association managers know! They are required to report changes in hangar occupancy within 24 hours of the change. It is now the sponsor’s (signatory’s) responsibility to:

a) Let the Airport Public Safety Office know within 24 hours of any move; b) Ensure that the AOA badge is turned in to the Airport within 30 days. The sponsor (not the badge holder, though the sponsor may attempt to collect from the badge holder) may receive a monetary fine if either the 24 hour notification or the badge return is not done.



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.

Trip of a Lifetime

By Trevor Stene (condensed from the article first appearing in the **Summer 2010 MSO GA News**) *Editor's note: Since first meeting Trevor in 2010 I saw his love of aviation take him through rewarding career stages. His story is inspiring for others.*

A pilot of 2 years with close to 150 hours, I decided it was time to take the next step in my desire to be a part of General Aviation. Preparing for the Cross Country of a lifetime, I left Missoula bound for InyoKern California to inspect and possibly purchase my first airplane, this is my story.

She was red, white, and blue 1978 Cessna 152 with a SparrowHawk 125HP engine with just over 200 hours on her and I scanned the skies awaiting her arrival. The moment the plane landed the butterflies began... I thought "I am going to fly this for the pre-buy and what in the world am I looking for?" Well we went for a brief flight I tried the radios, tuned in some VORs did some turns and landings and we went to the hangar for the pre-buy! I tell you what, I could have stayed all weekend and talked with the mechanic and seller about GA flying. Two great guys who loved flying as much as me. Their stories were captivating and it always puts a smile on your face to reminisce with the old timers. We looked at some areas of interest on the plane, cleaned the plugs, looked at paperwork, then my friend and co-pilot Matt arrived and shortly after I decided that this was a plane I could see myself flying and enjoying and we made the deal.

Thursday afternoon we left InyoKern California around 1:30pm and headed for Van Nuys and the famous One Six Right! Shortly after we were handed over to the tower and cleared to land ONE SIX RIGHT!!!! My heart jumped! It was the African American controller from the movie too! I recognized his voice... We left Van Nuys around 4:30pm and remained south of the mountains with flight following over Pomona and through the TRSA with Palm Springs... When I landed in Casa Grande and got out of the plane. I was tired and ready to sleep and anxious for tomorrow's flight to Tucson on my own.

It was 5:30am and time to get up to a clear blue sky on Saturday morning. An hour later we were bound for Cedar City by way of Sedona and the Tuckup Corridor over the Grand Canyon, a 3.3 hour leg (the longest too!)

The next stop was Pocatello but I wasn't ready to stop yet so I pressed on, this entire leg had been turbulent and continued on that way for the next hour and a half until I decided to stop at my alternate for a break in Salmon. What a relief it was to be on the ground and stretch! YES!! And the best part, the skies were clear and there

was still plenty of daylight left! So I notified folks back in Missoula that I was returning home in an hour and a half and got back in the plane and took to the air for the final leg of my journey. I arrived in Missoula at 7:30pm and parked and I was drained! Now it's time to start enjoying the kind of flying I love the most, in the beautiful mountains of Montana.

Trip Details: Charts/AFD's: \$73.95, Shirts: \$46.85, Plane Ticket: \$136.68, Rental Car: \$362.82, Hotel: \$84.10, Tiedown Fees: \$10.00, 100LL Avgas Fuel: \$568.47

Embarking on a journey of a lifetime, sharing the experience with friends and family, and owning your own airplane... PRICELESS

Ten years later... the "Trip of a Lifetime" continues with notes from Trevor about career and family



Having started out as an MSO private pilot, Trevor Stene is now an Alaska/Horizon Airlines Captain.

November 2020

Being an aircraft owner was a truly great experience for me, I learned a lot more about operating the plane and the maintenance associated with it. In June of 2014 I added an instrument rating to my certificate at 624 hours and Commercial in December at 684 hours. I had a hard time finding any work for a single-engine commercial pilot in the area so I decided to pursue my Flight Instructor certificate. In October 2015 at 892 hours I passed my CFI check ride, and I began instructing at Northstar Jet in November. I absolutely love instructing. It is one of the most enjoyable and rewarding jobs that I have done. It didn't take long to realize there was a demand for

See Trevor (Continued on page 15)

Trevor (Continued from page 14)

Instrument instruction and that was one of my favorite things to teach. In April 2016 I completed my CFII and began to take on instrument students. At any given time, I seem to recall having 25-30 active students, it was very busy! In September of 2016 I spent a few days in Helena getting my multi-engine commercial and later received a scholarship at the Montana Aviation Conference which I was able to use for my multi-engine instructor certificate in the spring of 2017. When I left Northstar I had 2600 hours, over 1400 hours dual given and sent 21 students for successful check rides, including private, commercial and instrument ratings.

During 2017 there was a lot of interest from the airlines to hire pilots. I hadn't really considered flying for the airlines in quite some time (not since Big Sky Airlines went away), however the opportunity to fly a large multi-engine airplane was certainly a draw. After much reluctance I finally accepted an interview with Horizon Air in August 2017. They flew me down the night before and the interview itself was actually pretty enjoyable, with a job offer at the end. I accepted and chose the mighty Dash 8 Q400. I did however need to finish up some students, so I pushed my start date back to October 30th. From there Horizon sent me to Dallas to complete my ATC-CTP training and take the ATP written. After that we began ground school in Portland, followed by simulator training in Seattle in January 2018. On January 29th I flew my first Q400 from Spokane to Seattle, what a rush! Spokane would be my base for all but 1 month. I commuted from Missoula for the first 6 months before deciding to move there to optimize my free time with my family. In my first 12 months of flying with Horizon I logged 689 hours!

While at Horizon I joined the Mentor Pilot program to help new hires transition to the airlines, as well as participated in a Line Operations Safety Audit. I also volunteered for a photo shoot so you may see my smiling face on the pilot recruitment site. After a little over a year and a half I was eligible to upgrade to Captain. In November 2019, after acquiring 1172 hours as SIC (First Officer) I began my Captain upgrade training. February and March were quite busy until all the shutdowns came.

This year I will have intermittently taken 5 months off from Horizon as part of their furlough mitigation strategy due to the slowdown from COVID. I have flown 260 hours in the left seat, likely less than half of what I normally would fly. As is the nature of aviation opportunities, I found myself in the right place at the right time when I relocated my plane to Spokane and was introduced to a pilot who had just purchased a TBM700 and was looking for an instructor and mentor pilot in the Spring of 2019. In April of 2020, I had an opportunity to become part of an instructor team with Goldberg Aviation where I would be teaching initial and recurrent training to TBM owners. This has turned out to be a great stopgap during the time off from Horizon. I have over 220 hours in various TBM models and it is a neat airplane to fly. I am happy to be using my Instructor ratings and staying involved in general aviation. I am also continuing my involvement with the Civil Air Patrol as an Instructor, Check Pilot and Check Pilot Examiner.



Trevor and his son, Isaac, on an ice cream run to Bonners Ferry, Idaho.

By far the biggest challenge for someone that is passionate about aviation is balancing family and flying. Throughout my aviation pursuits my wife, Kayla, has encouraged and supported me. She has had the hard job of being a stay-at-home mom with our 3 wonderful children, Isaac (5), Carson (4) and my little girl Madalee (18mos). My oldest really enjoys flying, the biggest problem we have now is not being able to fit a family of 5 in our Cessna 152! 

Get Out and Fly!

National Museum of Forest Service History News

Lisa Tate, Executive Director of the Museum

There is a lot happening at the National Museum of Forest Service History. We continue to work aggressively on our capital campaign even though the pandemic has certainly complicated fund raising. Since last fall we have received donations totaling nearly \$3 million so we are moving very close to being in a position to begin work on our National Conservation Legacy Center in Missoula. In total we have raised over \$7.5 million and still need to raise another \$2.5 to \$3 million. We now have momentum that hopefully will carry us through. We are planning to conduct an on-line auction as a fundraiser this coming spring and welcome any donations. We also have put a lot of emphasis on increasing our membership and outreach and now have over 900 members and hope to reach a thousand by year's end. We continue to offer a special membership rate of \$20.20 for new members through the end of the year. Please consider supporting the museum with your membership, or a gift membership for others. Your support really makes a

difference. Our collection continues to grow and about three quarters of our 55,000 items are cataloged on line.

Work on the site in Missoula this summer includes renovation and relocation of the fire lookout and work is being done to create a wonderful new exhibit for next year. The site has been open this summer but visitation has been low due to the pandemic.

If you want more information about the Museum and the great work we are doing to “share the rich history and story of America’s conservation legacy” check out our website at <https://forestservicemuseum.org/> and remember you can become a member for just \$20.20 right now.

Editor's note: The Museum collection includes artifacts and stories about Missoula aviation history. A close neighbor to the airport, it is a great destination for MSO aviators, their families, friends, and visitors.



A smokejumper gathers his chute after landing in Seeley Lake, Mont., c. 1940. The smokejumper program started in 1939 as a way to reduce the time it took for crews to reach wildland fires.

Pete (Continued from page 11)

Way I was sweatin', I should do some thawin' on my own.

You know what? It just so happens that my frozen Skyhawk had slid up amongst the snow sculptures at the McCall Winter Carnival. Even more amazing, the judges started making their rounds just after I had slid up there. When they got to my plane, they stopped in amazement. It was the most realistic ice sculpture airplane lookalike anyone had ever made! Right then and there, they decided to put on the Champion ribbon and would have done it, too,

except my sweaty self had by now melted enough of the windscreen so they could see my frantic waving inside.

Well, to make a long story short, the judges were pretty disgusted at my barging in on their winter carnival and foolin' 'em so bad. Being of a forgiving sort, though, they decided to get a hair drier with a long cord and melted me out without damaging the airplane at all. I caught a ride back to Missoula and waited until the spring thaw. We towed my bird over to the Airport and I brought it back home vowing to never again head to Boise without checking the weather!

MSO GA News thanks Chuck Bloom, MSO Private Pilot; Kevin Condit, Neptune Marketing Manager; Tim Damrow, MSO Manager of Projects; Bruce Doering, Montana Flying Service; Josh Johnson, Minuteman Pilot and Director of Ground Service Operations; Sandy and Jeff Miller, Missoula residents; Jim Milligan, Bonner/Milltown resident; Dan Neuman, MSO Business Development Manager; Rick Reeve, MSO Administrative Assistant; Steve Rossiter, EAA Chapter 517 President; Shaun Shea, Morrison-Maierle; Kynan Spethman, Northstar Jet General Manager; Trevor Stene, Alaska/Horizon Captain and CFII; Lisa Tate, Executive Director, National Museum of Forest Service History for their contributions to this "newsletter" (news magazine!).

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).

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MISSOULA AVIATION WEB SITES

Ace Aviation: <https://www.aceaviationmso.com/>

Aertronics: <http://www.aertronics.com/>

Flying drones safely: <http://knowbeforeyoufly.org/>

Homestead Helicopters: <http://www.homesteadhelicopters.com/>

Minuteman Aviation: <https://www.minutemanaviation.net/>

Missoula International Airport: <http://www.flymissoula.com>

Museum of Mountain Flying: <https://www.museumofmountainflying.org/>

Nat'l Museum of Forest Service History: <http://www.forestservicemuseum.org/>

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