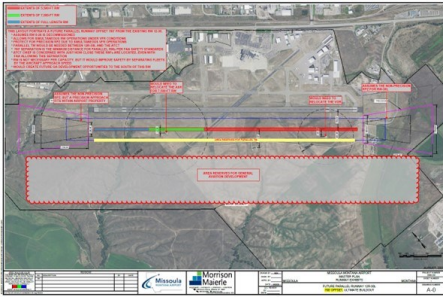


MSO GA NEWS



Progress with the MSO Airport Master Plan. [Read more](#)



Support your former Air Traffic Controller, Clint Ford. [Read more](#)



Gone West: Missoula aviator Mel Guerrero and three others. [Read more](#)



Minuteman's AnnaMarie Niemeier is exceptional. [Read more](#)



Northstar Jet has a new General Manager. [Read more](#)



GABBQ celebrates MSO general aviation. [Read more](#)



Phase 2 of MSO's dazzling new terminal is well underway. [Read more](#)

Right: A humor break with Dan Neuman. [Read more](#)

Left: Neptune offers Garmin Avionics Services. [Read more](#)



Short but valuable aviation tidbits at MSO. [Read more](#)



Getting the lead out of Avgas. [Read more](#)



Miss Montana has a birthday party. [Read more](#)



Neptune gives Tanker 12 to the National Museum of Forest Service History. [Read more](#)



Gary Matson

The planning process

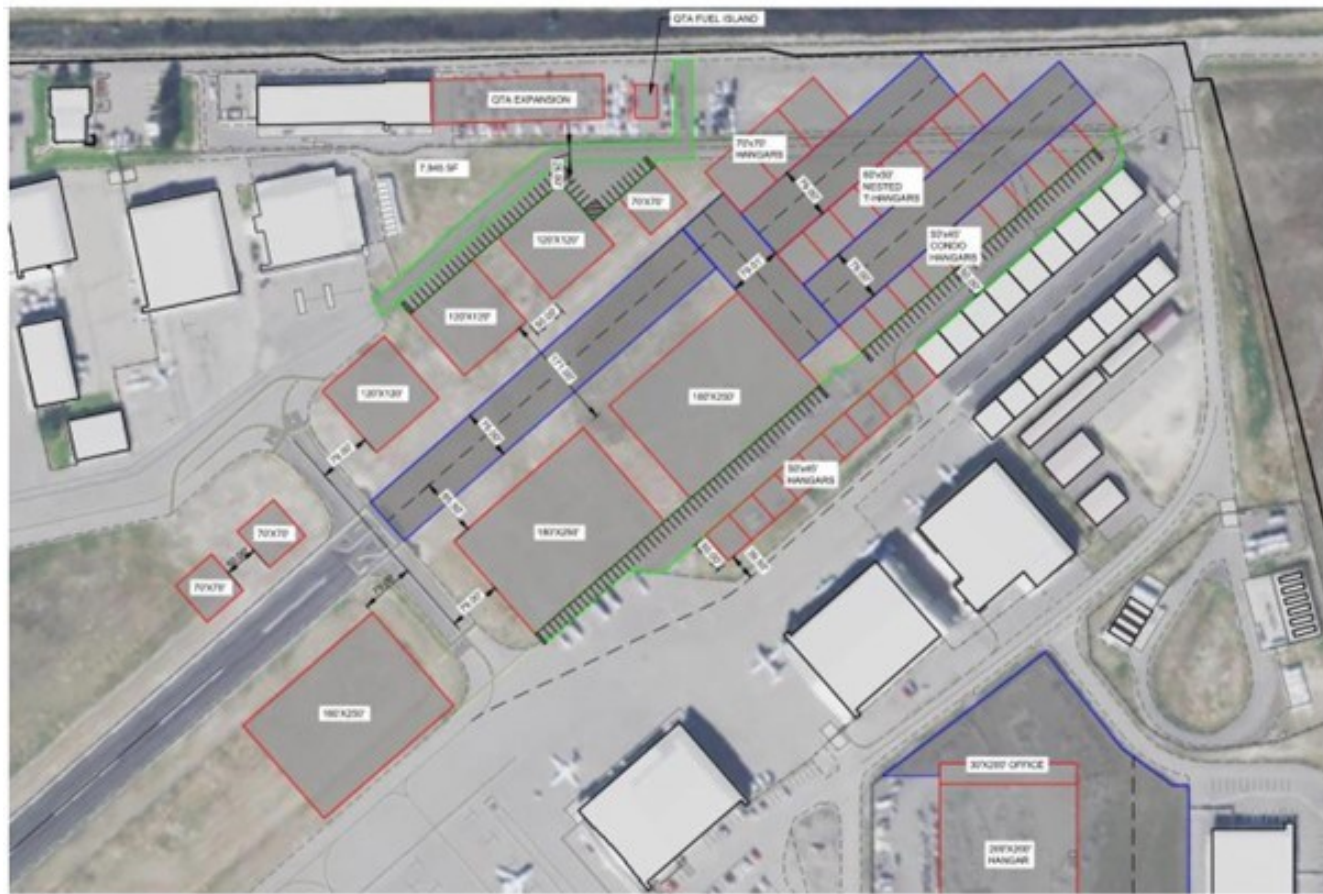
Work continues on the updated Airport Master Plan (AMP) by the Airport staff, board, and imminently capable Morrison-Maierle engineers. Mandated by the FAA, the last master plan was conducted in 2008. The end product will be a conceptual Airport Layout Plan for facilities that will best satisfy airport needs for the next 20 years. We remind ourselves that although the planning process is thorough, meticulous, and based upon the best available forecasting it is still conceptual. Changing needs may alter today's concepts.

The planning process can be summarized as one that answers four questions: What facilities do we have now? What do growth forecasts tell us to expect? What do we need to meet forecast demand? How do we pay for it?

Engineers Shaun Shea and Scott Bell have led the planning process and have fully involved airport staff, board, and stakeholders. Most recently, Shaun and Scott presented plan alternatives at the October meeting of Experimental Aircraft Association's local Chapter 517. Process transparency is a primary goal; a public presentation is expected in March of 2024.

General Aviation

Most growth in GA is expected from jet and turbine aircraft. Less growth is expected from the smaller, single-engine aircraft. New GA hangar locations have been suggested as part of the master plan, on ground that becomes available when Runway 8/26 is decommissioned. The proposed hangar location features landside access, parking, and ample taxi lanes.



The master plan envisions land set aside in the former Runway 26 safety area for the construction of general aviation hangars to accommodate larger and smaller GA aircraft. Landside access and vehicle parking is on the north and east. Existing buildings are shown in white. *Graphic courtesy of Morrison-Maierle.*



A conceptual alternative for locating a new runway parallel to the existing Runway 12/30. A distance between runway centerlines of 700-900 feet would keep the runways and taxiway north of the control tower (CT). This graphic depicts a separation of 700 feet. The FAA requires that approach ends of parallel runways are adjacent, rather than offset. The runway could be built in stages, beginning with 5,500 feet (red) adding 2,000 feet (green), then another 2,000 feet (blue) to the full length of 9500 feet. The VOR would need to be relocated initially, and the Airport Surveillance Radar (ASR) when the extension to 7,500 feet occurred. *Graphic courtesy of Morrison-Maierle.*

A new runway parallel to today's Runway 12/30 is among the alternatives considered. Planners and stakeholders have extensively considered the best separation distance between the two runways. A "placeholder" distance that appears to be the most favored is around 800 feet. Further deliberations may alter that distance. As shown in the accompanying figure, the taxiway located between the two runways provides ATC with visualization all from the same side of the control tower, an important safety consideration.

When will airport operations justify the construction of the parallel? That's a hard question to answer. It doesn't depend strictly upon the total number of air operations but instead on the speed mix of aircraft traffic. It's sometimes difficult for air traffic controllers to safely manage a traffic mix of slow GA aircraft and faster commercial aircraft. As the numbers in that mix begin to make ATC operations problematic, a second runway will be justified and funded by the FAA. It's expected that

construction would take place in stages, beginning with a shorter runway and ending with one that's the same length as 12/30.

The greatest growth in demand forecasted to occur at MSO is for commercial aviation. The greatest consequence of that demand is the increased need for space to park travelers' vehicles. The need to expand surface parking will cause the eventual displacement of the GA tenant Minuteman Aviation Maintenance, expected to occur after the year 2027. With the goal in mind to keep parking both affordable and within walking distance of the terminal a parking garage is recognized as an alternative to expanding surface parking. However, parking garage construction isn't planned for the near future because it is many times more expensive than ground level parking. Most comparable with MSO's case would be that of the parking garage at Sioux Falls: Cost \$63M, 975/parks, \$64,000/park (construct), \$151,563/park (financed cost) estimated payback >40 years. See photo page 4



The graphic at top depicts vehicle parking that includes a parking garage at one of the locations shown in purple. It would align with the parking demand forecast for the year 2042. Existing facilities that would remain after the parking expansion are The Museum of Mountain Flying, The Washington Corporation Hangar, and Aerotronics. The photo below the graphic is from Google Earth and shows airport facilities in the year 2016. Much has already changed. *Graphic courtesy of Morrison-Maierle.*

Terminal expansion progress

Gary Matson



Construction of Phase 2 of MSO terminal expansion is ongoing, as seen in this recent photo courtesy of Tim Damrow

Results of the ongoing expansion of the Missoula Montana Airport's passenger terminal have been spectacular and are ongoing. Phase 1 (South Concourse) was completed in June, 2022. Its exceptionally bright and attractive appearance, both interior and exterior, is accompanied by state-of-the-art services for travelers. Construction of Phase 2 is underway and expected to be completed in early 2025. It will expand rental car, baggage claim, and passenger gates.

The non-traveling public visitor will also enjoy the terminal's South Concourse. There is a comfortable, welcoming public viewing area on the third floor, where airport operations are in full view. Pre-security food services are on the nearby second floor. The full restaurant menu is available at the Black Coffee Store, open daily from 10am – 5pm.

The new terminal facilities and growing air service are new assets for Missoulians but do create vehicle parking issues for travelers. Airport staff and engineers are hard at work planning for the much-needed parking expansion.

You can get an inside look at MSO growth and offer your input. The airport is sponsoring a presentation featuring “The Importance of Air Service and Small Community Development Grants.” The presentation will include updates on the Airport Master Plan and construction at the airport. The Master Plan is a 20-year conceptual plan for growing all airport facilities. Want to attend? RSVP here: <https://flymissoula.com/the-importance-of-air-service-and-small-community-development-grants>



Kettlehouse menu available pre-security at Black Coffee.

In support of Clinton Ford

A note by MSO ATC Manager Christel Terrell

Clint is an air traffic controller at the Missoula Montana Airport. He has worked for SERCO for a little over 15 years. Prior to SERCO he worked for the FAA also as an air traffic controller, and prior to that he served in the Army, honorably discharged after service in air traffic control.

On July 26, after just completing his annual flight physical for work, he was in the garden with his wife, who happens to be a local schoolteacher, when he began having a seizure. After a trip to the emergency room in an ambulance and after several tests were run, they determined he had a brain tumor the size of a golf ball. On August 8 it was removed.

Unfortunately, in the air traffic world it is a career ender. Not many jobs are similar to air traffic control,

so when he is able to join the workforce again it will be a completely new career, starting at the beginning.

He still has battles ahead, from learning basic left and right, some communications are difficult, he has lost his ability to drive. There is going to be physical therapy, more testing, medical appointments.

Clint's cancer has been identified as astrocytoma, one with a very low survival rate. Clint will be unable to work for several months to come, and the financial road ahead is uncertain. We are humbly asking for donations to help cover the rapidly growing medical and daily living expenses and hopefully give Clint comfort that he's not in this alone. Any and all help is greatly appreciated. Thank you. To contribute: https://www.givesendgo.com/FD_ATC



Northstar Jet General Manager comes on board

By Jamie Jones



Jamie Jones, Northstar General Manager.
Photo courtesy of Jamie.

Neptune Aviation Services Inc. is pleased to announce the appointment of Jamie Jones to the position of General Manager of its Northstar Jet fixed-base operator (FBO), effective October 23, 2023. Jones is a highly accomplished general aviation industry leader with an impressive resume that includes nearly three

decades of progressive leadership roles. Leveraging expertise honed during tenures as an airport manager, flight school owner, software developer, wireless engineer and prior military service. Jones has blazed a trail of success in heading-up strategic growth initiatives in highly reliable ramp and fuel operations, cost-conscious flight instruction, integrated management networks, and premier customer/client

services.

Jamie has advanced competencies in project management, electronics, and construction. At home in every facet of the general aviation business, he oftentimes leads shoulder-to-shoulder with employees helping them quickly solve their most pressing operational concerns. His lifetime passion for flight led him to earn his FAA private pilot and flight instructor certificates, as well as his CFI-instrument, multi-engine and commercial pilot ratings. He has served as a Civil Air Patrol Check Airman volunteer and most recently worked the ramp during the 2023 Reno Air Races.

As the spouse of a career military officer (now retired), Jones has lived, traveled, flown, and taught aviation all over the world. He and his wife of 31 years have two adult children. His passions are traveling, ranching, flying the family plane, while attending as many airshows and rodeos he can pack into the calendar.



AnnaMarie Niemeir adds strength to Minuteman

Gary Matson

You fly your bizjet to MSO and park at Minuteman and are met by an energetic young woman who ensures that you and your passengers are well taken care of with any need – fuel, rental car, lodging, everything to make your visit pleasant. That capable young person at your service is Minuteman's Line and Customer Service Manager, AnnaMarie Niemeir. She hires and trains line staff as well as providing customers with all their service needs... the first woman line person at Minuteman.

AnnaMarie grew up in the Bitterroot, one among 7 children. Her grandfather, Arno Rasmussen, worked for Northwest Airlines at the Missoula Terminal. Her mother, Sandra Yerian, was a manager here for Sky West and AnnaMarie spent many days in the back room with the airline's employees as her babysitters.

One will rarely meet a person with such varied interests and capabilities. AnnaMarie was a gymnast for 15 years, the last 5 of which she coached at Missoula's Mismo Gymnastics. Following her family background in aviation, AnnaMarie applied for work at MSO's Alaska Airlines but was not successful. She joined the United States Air Force, serving as a gate security officer. At the end of 2 years' military service her additional experience led to a job offer and 6 years working for Alaska Airlines. She followed that position with one as an EMT with St. Patrick Hospital, serving in the emergency room. Minuteman came next, where she's been for 5 years, so counting her Alaska Airlines experience she's been at MSO for 11 years.

Among AnnaMarie's contributions at Minuteman is her development of a deicing service for customers' aircraft. Without a deicing capability, Minuteman had to either find room to put the aircraft in a warm hangar or recruit deicing service from Northstar. Two years ago, AnnaMarie brought her knowledge of deicing from her position at Alaska Airlines and with her then co-manager Billi Petrini arranged with the

airport to lease a deice truck and created a training program for Minuteman's line staff. Now, Minuteman offers complete deicing service for its customers.

AnnaMarie's a private pilot though not a current one. Hobbies and recreation? Well, hang onto your hat! She skydives with DZone Skydiving at the Bozeman airport. Her ambition is to get her skydiving instructor license. To do that, she'll be going through a rigorous program of instruction and examination established by the United States Parachute Association.



AnnaMarie placed first in the Montana Strongman competition.

Strongman competition? Who knew!? AnnaMarie

(See AnnaMarie continued on page 8)

Neptune Aviation to offer Garmin Avionics conversion services

Announcement courtesy of Kevin Condit, Neptune Aviation, and Dan Green, Resource Advantage

Decades of Experience and Full Range of Services Ensure Compliance, Safety and Can Minimize Aircraft Downtime

Missoula, MT 2 October 2023 – Neptune Aviation, a leader in aerial firefighting and aviation services, is now an authorized Garmin dealer and can offer its customers Garmin's line of industry-leading aviation supplies and avionics solutions, including GPS navigation systems, transponders, advanced displays, and other aviation products. Neptune can also deliver comprehensive Garmin services, including system upgrades, technical support and maintenance, aircraft painting and inspections, making it a one-stop shop for the aviation industry. Having installed Garmin



Photo courtesy of Neptune Aviation.

equipment in its own fleet, Neptune has the experience to manage aircraft conversions and by providing ancillary services can help minimize aircraft downtime.

Becoming an authorized Garmin dealer is a significant milestone for the company, according to Jennifer Draughon, President of Neptune Aviation.

“Garmin is the future of the aviation industry,

particularly for those seeking to upgrade and extend the life of older aircraft. Securing authorization as a Garmin dealer connects us with the global leader in avionics technology, and we are working aggressively to become the leading Garmin installation, troubleshooting and consultants in the Western United States. This partnership reinforces our commitment to provide top-tier solutions to our customers and builds on Neptune Aviation's position as a leader in the aviation industry," says Draughon.

Neptune Aviation can now offer Garmin products to private aircraft owners, businesses, charter jets, and government agencies. They can also install and service Garmin products on any type of aircraft, including helicopters, and experimental craft. Avionics is one of the services offered by the company, supported by a world-class maintenance group complemented by painting and machine shop capabilities.

Neptune Aviation is staffed with experts trained in Garmin product installation and maintenance.

“At Neptune, we have a team of experts with more than 145 years of experience in avionics. When we install new avionics equipment or service existing systems, our customers will know that their aircraft's safety is our top priority,” says Christopher Smith, Avionics Manager at Neptune Aviation.

Smith adds that in addition to Garmin, Neptune is also authorized to install and maintain uAvionix, Trig and BendixKing avionics solutions.

For more information about Neptune Aviation Services and updating your aircraft with the latest in Garmin aviation technology, visit www.neptuneaviation.com.



(AnnaMarie continued from page 7)

holds state records in her weight class for Montana and North Dakota. Barbell, axle, log press, tractor tire deadlift, pull a vehicle... whew! She's training to compete in the National Strongman Competition in Denver, Colorado, June of 2024. If she finishes in the

top 10 she'll qualify as a “professional” and be eligible to win prize money at competitions.

A big tip of the flying cap to AnnaMarie! She adds not only quality but also color to MSO general aviation!



General Aviation Barbecue

Article and photos by Gary Matson

Each year the Missoula Montana Airport hosts a "General Aviation Barbecue" in celebration of GA's role at MSO. This year's BBQ was on Saturday, August 26th. Everyone in the airport community – airport staff and employees, pilots, TSA, FBOs, USFS is always welcome at this family event. EAA Chapter 517 generously provided space in their hangar as well as the use of its BBQ grills. Bruce Doering generously opened his neighboring hangar, with its especially attractive interior, and provided chairs and tables.

The weather was perfect; the BBQ well-attended. Airport Director Brian Ellestad and Deputy Director Tim Damrow provided their usual high expertise at BBQ cheffing. Justin Shaffer, MSO Chief of Public Safety, brought over one of the airport's fire and rescue trucks. It was a feature attraction, calling out especially to all the youngsters present. The BBQ is always a special chance for friends to gather and rub elbows and for everyone to make new acquaintances. Thanks, MSO, for a great afternoon of good food and a good time together!



Gone West

Gary Matson

Missoula aviators have recently lost four contributors to our aviation community

Mel Guerrera

Mel was born in Sparks, Nevada and after graduating from the University of Nevada volunteered for service in the Army. He served as a fixed wing and helicopter pilot from 1954-1958, leaving the service as a 1st Lieutenant. Among the hairiest adventures to follow was his helicopter crash in Alaska, leaving him and his 2 geologist passengers stranded for 7 days and 7 nights.



Mel (on right) and fellow Museum volunteer Bernie Wryn with the TBM engine they brought back from New Brunswick. The TBM aircraft is in the background. *Photo by Missoulia reporter Rob Chaney.*

Mel moved to Missoula in 1961 and flew helicopters for Johnson Flying Service (JFS), where he became Chief Helicopter Pilot and served until 1975. After retirement, Mel became one of the Museum of Mountain Flying's most active volunteers. In 2013, he and former JFS mechanic Bernie Wryn made the 6,000 mile round trip to New Brunswick and brought back a spare engine for the Museum's TBM aircraft. He was on hand in 2014 to welcome the donated Bell 47 helicopter that had been built by former JFS helicopter pilot, Ron Gipe.

Mel was an ingenious fabricator of all things, building a stairway enabling visitors to board the iconic DC-3, now Miss Montana, hangared at the



At lower right is Mel in the cockpit of the Bell 47 helicopter with builder Ron Gipe looking on. *Photo by Missoulia photographer Athanasios Mouratidis.*

Museum. A lover of the outdoors and hunting, Mel built on top of his camper a solar array to provide power while he was in the woods. Mel passed away September 30, 2023 at the age of 91. We'll miss Mel's friendly and most capable participation in MSO's aviation community.

Frank Bretz

Aircraft N5926B was cleared for takeoff. Nothing unusual about that on this January day in 2012? It was a usual departure but the pilot and plane were exceptional. Frank Bretz thumbed his nose at superstition on this Friday the 13th. He was test pilot



Frank and frequent companion "Annie" by the RV

in the Van's RV-9A he had himself built. The N-number was his birthday: Month 5, Day 9, Year 26. A

little math 2012-1926 gives the test pilot's age as almost 86 (From *MSO GA News*, spring 2012 edition).



Frank's first flight. Art Dykstra flew with Frank's son, Mark in Scott Owen's RV-9 airplane to document the flight.

Frank had a habit of accomplishing the exceptional. As related in the Missoulain obituary, he and his single Mom lived in a wall tent near Darby for several years. He graduated from Darby High School and found his way to Western Montana where he acquired the high business acumen that led to his founding of Bretz Trailer Sales. Bretz RV and Marine is now one of the largest RV dealerships in the Northwest.

Frank passed away on September 28, 2023 at the age of 97. Although he didn't fly many years after completing his RV aircraft, his energetic ingenuity and friendliness were inspirational for Missoula pilots. Frank's son, Mark, was a crew member on the Museum of Mountain Flying DC-3 Miss Montana's "Miss Montana to Normandy" mission.

Mike Ferguson

Mike Ferguson's first flight was in a J-3 Cub at Columbus, Montana. He flew over 13,000 hours in general aviation aircraft before passing away October 3, 2023 at the age of 91. He and his wife, Jeanie lived in their hangar/home at the Townsend, Montana airport with their 1964 S-35 Beechcraft Bonanza.

Mike served in the Air Force from 1951 to 1955 as jet engine mechanic on RB-52s and RB-47s. After his military service he obtained his Aircraft and Power Plant license and operated a mechanics shop in

Billings for 14 years. He then became the Director of Montana Aeronautics and was there for 27 years. Mike claimed to have landed at every Montana airport. He flew over 1100 EAA Young Eagles in his plane and in the State's A-36 aircraft. He also served as the Northwestern Regional Manager for AOPA.

Among his uniquely amazing accomplishments as a private pilot was his 1985 nonstop flight from Hawaii to Salt Lake City and then on to Oshkosh. He left Hawaii on July 26th and arrived in Oshkosh on July 27th, 4,497 miles later. He was well recognized for this world record flight. In the 1990s he flew his Bonanza from Nome, Alaska to Provideniya, Russia and back again.

Icing of the induction system led Mike to a forced landing in snow, near Cedar City, Utah. He and his passenger were rescued but the aircraft was totaled. The experience was confirmation of the importance of the annual Winter Survival Course for pilots that Mike played a key role in establishing during his tenure as Aeronautics Director.



Mike Ferguson, Montana Aviation Legend.
Photo courtesy of Tim Conway and Matthew Nelson

Mike has received two FAA awards for Fifty Years of Dedicated Service, one for Master Pilot and one for Master Mechanic, with no violations. In his biography of Mike, writer Matthew Nelson observes "Quite a guy! He does not have blood in his veins, only aviation fuel - avgas!"

The author thanks Tim Conway, Director of Montana Aeronautics, and writer Matthew Nelson for the references to Mike Ferguson's exceptional career as a Montana aviator.

(See *Gone West* continued on page 12)

Aviation license plates

Montanans are greatly blessed to have two special license plates that boost general aviation. Request one of them for each of your vehicles next time your renewal comes up. The Montana Pilot Association plate raises funds to establish an effective "endowment" which will fund at least two flight training or mechanic scholarships of \$4000 every year. MPA President Mike Vivion notes just how important scholarships are given the increasing need for pilots and aviation mechanics. Mike says "we have a LOT of very generous folks in Montana. This is just a very painless way for someone to make a

difference, without even having to think about it, year after year.

Missoula's EAA Chapter 517 also has a specialty plate. Funds provide aviation scholarships and pay the expenses needed to keep the Chapter's hangar viable as a place to promote general aviation. The Chapter sponsors Young Eagles events at its monthly breakfast. Young people interested in aviation can go for a ride with one of the Chapter's pilots and also can sharpen their piloting skills in the hangar's flight simulator.



(Gone West continued from page 11)



Richard McSpadden, AOPA Air Safety Foundation Senior Vice President.
Photo courtesy of AOPA, posted with permission.

Richard McSpadden

Richard McSpadden was AOPA's Air Safety Institute senior vice president. He supported Montana aviation not only with his work at the Institute but also by recognizing and supporting our region's backcountry airstrips. Local pilots met Richard and his Super Cub at strips such as Moose Creek. Richard

died at the age of 63 in an October 1, 2023 aircraft accident at Lake Placid, New York on October 1. The following is reprinted by permission.

October 1, 2023, AOPA Communications staff, AOPA issued this statement, reprinted with permission:

We are deeply saddened to report that Richard McSpadden died in an aircraft accident outside Lake Placid, New York, on Sunday afternoon. The Cessna 177 Cardinal in which Richard was in the right seat experienced an emergency after takeoff. The airplane attempted to return to the airport but failed to make the runway. Both occupants lost their lives.

Richard was a very accomplished pilot, including serving as commander of the U.S. Air Force Thunderbirds during his military career, and a trusted colleague, friend, son, husband, and father.

For more about the aircraft accident, see this online article by AOPA's Sarah Deener: <https://www.aopa.org/news-and-media/all-news/2023/october/04/aopas-mcspadden-lived-his-passion>



From Dan's Desk

By Dan Neuman, MSO Business Development Mgr., and MSO GA News

Someone recently paid me a compliment by referring to me as Absent Minded". The more I thought about it, the happier I was with this particular reference to my state of mental well-being. You see, some of the greatest minds on the planet can lay claim to this stigma. Indeed, Thomas Aquinas, Isaac Newton, Adam Smith, Archimedes, Pierre Curie and Albert Einstein were all scholars considered to be absent-minded. Far be it from me to compare my mediocre intellect with these great thinkers, but it is comforting to know that we share at least one trait in common.... the ability to forget things. As I am inclined to do, I embarked upon an internet search for absent minded people and discovered something truly amazing. According to an article published in the Journal "Neuron", being forgetful isn't stupid but actually helps us to make better decisions. The paper submits that "it is

important for the brain to forget irrelevant details and instead focus on stuff that helps make real decisions in the world." Armed with this incredibly liberating information, I attempted to explain to my wife that by forgetting our wedding anniversary, I was actually helping to solve the world's problems. She predictably did not react well.

Editor's note. The reader may assume that Dan's position is the Airport's staff humorist. He is that, of course, but much more. As Business Development Manager he does advertising, attracts lessees, oversees airport vendor business arrangements, investigates beneficial business opportunities, writes grants, and more. He creates/adds content for the airport web site. He also fills in for any staff shortage doing such things as handling baggage. Dan may be the handiest of the airport's handymen... no wonder he's absent minded.



Time for tacos

Dan sent out hilarious weekly email ads for the taco truck's appearance at the airport on Fridays, this summer. Here are two favorites!

And on the 8th day God looked down on his planned paradise and said, "I need a taco, Adam needs a taco and all of these Angels need tacos!". So between 11 and 2 on Friday, God made sure the taco truck was at the Airport so Adam, the Angels and all of mankind could enjoy the heavenly delights of eating a taco.



SHORT TOPICS – MSO AVIATION SNIPPETS

Travelers’ option for 2024 Air Venture

MSO Deputy Director Tim Damrow is treating his family of four with a trip to EAA’s AirVenture 2024 in Oshkosh, having discovered a time-saving and economical travel arrangement. Sun Country Airlines is expanding its service to MSO next summer. They have a great schedule and cheap flights. Tim’s family will fly roundtrip to Minneapolis for under \$700! It’s only about a 3.5 hour rental car drive from MSP to Oshkosh.

Operations at MSO

Tower operations for MSO are reported at each monthly Board of Commissioners meeting. Here are the year-to-date figures as of August, 2023.

Operation type	Number of ops, year to date August 2023	Y/Y ⁵
Air Carrier ¹	6,012	11%
Air Taxi ²	3,878	-6%
GA ³	12,111	-3%
Civil ⁴	6,444	-23%
Military	652	33%

1. Commercial Airlines
2. Flex Jet, Empire, Netjets, Alpine, etc.
3. General aviation
4. Also general aviation, possibly “non-local” GA
5. Year over year comparison

Airport weather and conditions by phone and radio

ATIS by phone 406-549-2989, when you’re away from a radio during hours of tower operation

ASOS (Automated Surface Observing System). 406-728-3743. MSO weather 24/7.

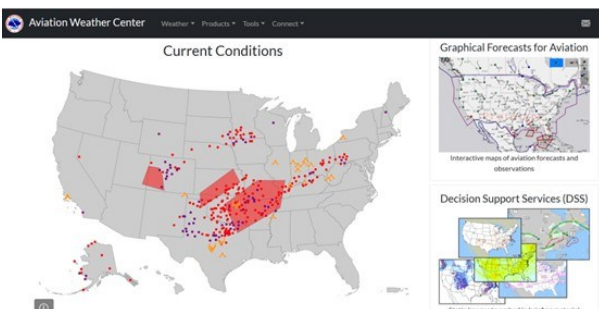
After the tower closes, ASOS weather is available by radio at 126.65.

Talk to a real person. 406-329-4840. The staff at our local National Weather Service office is always glad to

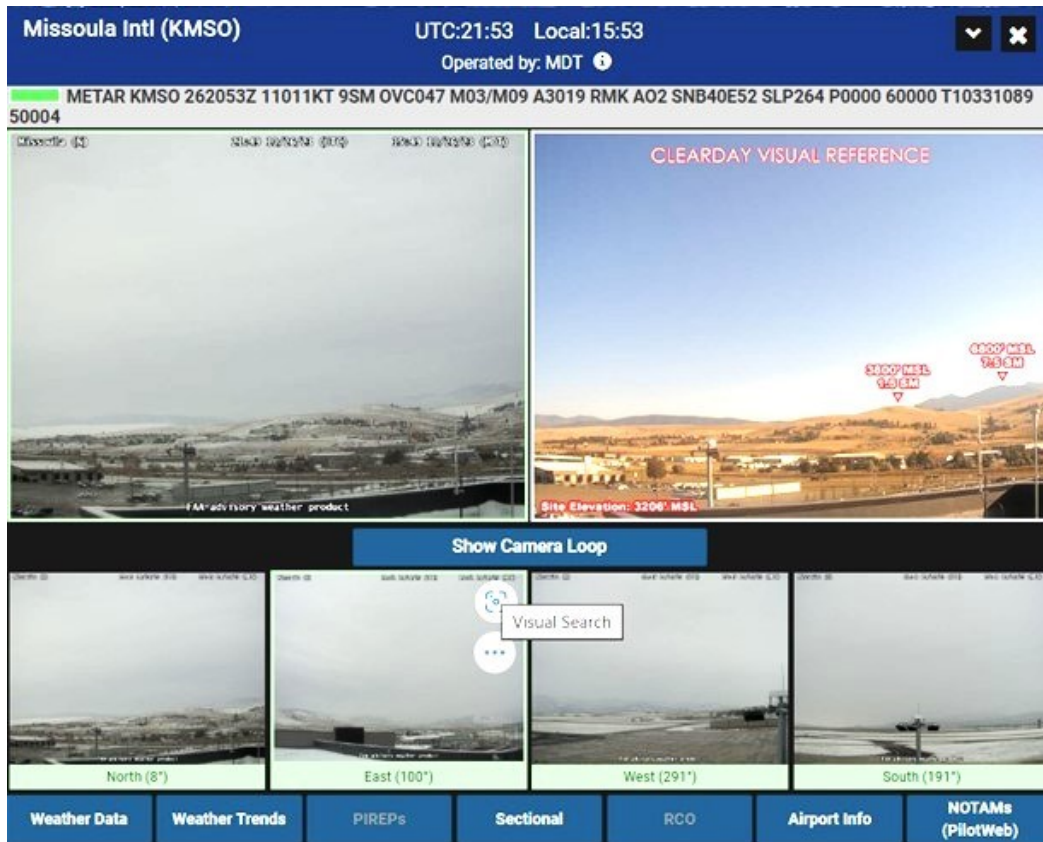
New Aviation Weather Center website

<https://aviationweather.gov/>

The National Weather Service AWC website has a new look with all the information about weather that’s needed for flight planning: TAFs, METARs, prog charts, turbulence, forecasts, forecast discussions, and much more. It’s all there in a user friendly format that’s well worth exploring.



The new Aviation Weather Center website is a one-stop shop for weather information needed to fly safely. Forecasts include ceilings, visibility, winds, turbulence, and icing. Products include prognostic charts, SIGMET, G-AIRMET, TAF, METAR.



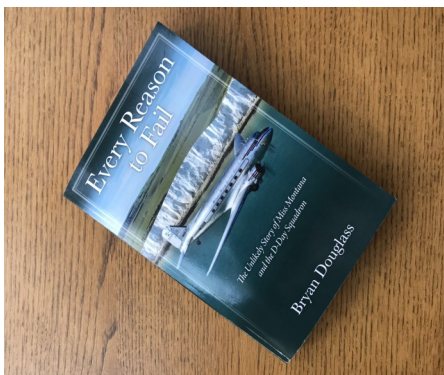
Camera views of MSO on 10/26/23, 3:53 PM MDT. A clear day reference is at top right; current conditions at top left. The lower views are current conditions to the north, east, west, south, respectively.

Aviation weather cameras at Montana airports

<https://weathercams.faa.gov/map/>

Live views of weather at many Montana airports, including Glacier Park, Ferndale, Superior, Seeley Lake, Lincoln, Helena, Deer Lodge, Butte, Missoula, Hamilton, and others.

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

The future of 100LL Avgas

Final EPA Endangerment finding on lead emissions, October 18, 2023. Excerpts from the findings document:

WASHINGTON — Today, the U.S. Environmental Protection Agency (EPA) announced its final determination that emissions of lead from aircraft that operate on leaded fuel cause or contribute to air pollution which may reasonably be anticipated to endanger public health and welfare under the Clean Air Act.

EPA and FAA have already begun work to consider regulatory options to address lead emissions from aircraft engines and will announce timelines as soon as possible. EPA and FAA will work in partnership and engage all interested stakeholders and the general public as the two agencies develop their separate regulatory actions.

Separate from EPA's endangerment finding, in support of the objective to remove lead from aviation gasoline, in early 2022, the FAA and industry announced the program "[Eliminate Aviation Gasoline Lead Emissions](#)" ([EAGLE](#)). This program aims to achieve a lead-free aviation system no later than 2030. The FAA has approved the use of a 100 Octane

unleaded fuel (G100UL) that can be widely used by piston-engine fleet, that is not yet commercially available. The FAA has also approved for use a lower octane fuel (UL 94), currently available at approximately 35 airports in the U.S., and the FAA is working to expand and streamline the process for eligible aircraft to use this fuel.

Source: [EPA Determines that Lead Emissions from Aircraft Engines Cause or Contribute to Air Pollution | US EPA](#)

An AOPA Response

"We expected this finding for some time now," said **AOPA President Mark Baker**. "In essence, it mirrors the GA industry's commitment to get lead out of avgas by 2030, if not sooner. However, it is as important to note what the finding does not mean—it does not mean that 100LL is going away before we have viable alternatives. It also does not mean that airports should stop offering 100LL, as it would adversely impact safety and hinder commerce. This action does not cause aircraft to be grounded or become prohibited from using 100LL."

Source: Brad Schuster, AOPA Northwest Mountain Regional Manager (Thanks, Brad!)



The MSO GA News editor's 100LL-powered Cessna 150 soars into the sky near Stevensville.

Miss Montana birthday party

Gary Matson

Born in May of 1944, the iconic DC-3 Miss Montana was 79 years old in May of 2023 when the Museum of Mountain Flying members and friends gathered for a birthday celebration. Attendees feasted on roasted pig, courtesy of the airplane's co-pilot and restoration instigator, Bryan Douglass. Bryan and Eric Komberec were inspired in March 2018 with the idea of making the Museum's idled aircraft fully airworthy with the goal of flying it across the ocean and participating in the D-Day 75th Anniversary in June, 2019, barely a year away. The scale of that project was mind-boggling. Its spectacular success through sustained, capable leadership and many, many Museum volunteer hours is the subject of Bryan's book *Every Reason to Fail*.

Governor Greg Gianforte attended the birthday party with the special purpose of making a proclamation. Among the six Whereases are these two, followed by the proclamation:

WHEREAS, DC-3/C-47 NC24320 was purchased by Montana aviation pioneer Bob Johnson in 1946 and was flown for the next 30 years in service to Montana; and

WHEREAS, NC24320 was christened in 2018

as Miss Montana and restored by Montana volunteers to make new history flying to Europe and back, representing Montana during the commemoration of the 75th D-Day anniversary and the 70th anniversary of the Berlin Airlift;

NOW, THEREFORE, I, Greg Gianforte, Governor of the State of Montana, do hereby proclaim Miss Montana

MONTANA'S AIRPLANE

To recognize Miss Montana's storied history and contributions to Montana.

Adding to the evening's celebration was the induction of two stalwart supporters into the Museum of Mountain Flying Hall of Fame. Dick Komberec, while a pilot with Delta Airlines first discovered Miss Montana idled at an airport in Arkansas. He recognized it as the aircraft he had flown for Johnson Flying Service in the 1960s and headed up the logistics of getting it returned as a Museum centerpiece. Kathy Ogren has given the Museum exceptional financial support since its beginning and has been an active participant on its Board of Directors.



Left: Miss Montana Co-pilot and restoration instigator, Bryan Douglass and his wife, Dawn; Governor Gianforte and his wife, Susan. Photo courtesy of Jack O'Brien, Governor's Office.



Middle: Miss Montana pilot and restoration instigator Eric Komberec and his daughter, Avian with the Governor holding the Proclamation. Photo courtesy of Jack O'Brien, Governor's Office.



Right: Museum of Mountain Flying Hall of Fame inductees Dick Komberec and Kathy Ogren. Photo by Shanna Mae Swanson.

Neptune Aviation's Tanker 12 moving to the National Museum of Forest Service History

Announcement courtesy of Lisa Tate, NMFSH Executive Director



Missoula, Montana – May 16, 2023 Neptune Aviation Services and the National Museum of Forest Service History announced a partnership today that will provide Neptune Aviation's Tanker 12 a new home.

"The National Museum of Forest Service History is a perfect home for Neptune's T12," according to Jennifer Draughon, Neptune Aviation Services' President. "The Forest Service has a long history of aerial firefighting operations and Neptune's T12 will help the museum tell the story of how aircraft play a roll in protecting our communities."

Neptune's T12 has a unique history – before it served as an aerial firefighting aircraft, the aircraft was used by the US Navy for anti-submarine warfare. Neptune Aviation operated a fleet of Lockheed Martin P2V aircraft from 1993 to 2017. Neptune's P2V fleet performed 47,000 firefighting missions and dropped 97 million gallons of fire retardant during this period.

"The plan to move T12 to the National Museum of Forest Service History has been in the works for a few years," Draughon said. "Our mechanics have been hard at work getting the aircraft ready for display."

The National Museum of Forest Service History has also been hard at working preparing for T12's arrival. "While T12's final "flight" will be less than a

couple of miles, the work behind the scenes has been intense," according to Lisa Tate, Executive Director of the Museum. "We look forward to sharing the history of wildland fire fighting, and particularly aerial fire fighting, with this new exhibit." The plane will be on exhibit along the Museum's Forest Discovery Trail near the soon-to-be built National Conservation Legacy Center, a new interactive and participatory world class museum.

Tate went on to explain that the cooperation of the Missoula International Airport is critical to moving T12 from the Neptune Aviation to the Museum. "Moving the aircraft is no simple task – we need to remove fences, shore up bridges, and make sure the soil is dry enough to handle the weight of the 49,500 pound plane," Tate said. "The team at the Missoula Airport has been instrumental in making sure that T12's journey is safe." Knife River and Morrison-Maierle were also integral partners in the preparations for this project.

"The Museum is a 501 C3 nonprofit organization whose mission is to share the rich history and story of America's conservation legacy. Adding an aerial firefighting aircraft to the permanent display at the museum is a great way to showcase how aircraft are used as a tool for wildland fire fighting," Tate said.

A handwritten signature in black ink, appearing to be "Lisa Tate", is located at the bottom right of the page.

MSO GA News thanks AOPA Pilot magazine; Kevin Condit, Neptune Marketing Manager; Tim Damrow, Missoula Montana Airport Deputy Director; Dan Green, Resource Advantabe; Josh Johnson, Minuteman Director of Ground Operations; Jamie Jones, Northstar General Manager, Dan Neuman, MSO Business Development Manager; AnnaMarie Niemeir, Minuteman's Line and Customer Service Manager; Brad Schuster, AOPA Northwest Mountain Regional Manager; Lisa Tate, Executive Director, National Museum of Forest Service History; Christel Terrell, MSO Air Traffic Manager 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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