



MSO drills for crash response training. [Read more.](#)



Missoula pilot Ralph Johns completes the build of his Zenith 650. [Read more.](#)



Wildlife hazards at MSO. [Read more.](#)



Northstar flight school cleared for takeoff. [Read more.](#)



Backcountry flying. [Read more.](#)



Airport news. [Read more.](#)



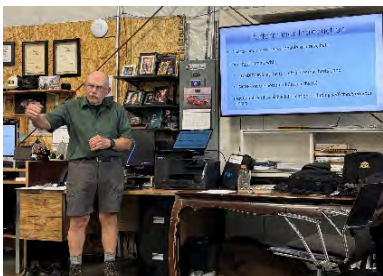
MSO Flight club grows. [Read more.](#)



MSO EAA Chapter has diverse offerings. [Read more.](#)



Important tips from Salt Lake Center. [Read more.](#)



Missoula pilot and FAASTeam rep. Pete Graf presents aircraft performance seminar. [Read more.](#)



The 2026 Montana Aviation Conference was one of the best! [Read more.](#)



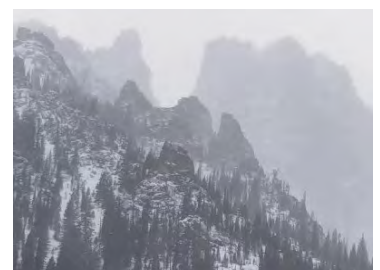
Pop changes [Read more](#)



Rhett's and James' refresher for VFR flying at MSO. [Read more.](#)



High number of aircraft crashes in Montana. [Read more.](#)



Situational Awareness in aviation. [Read more.](#)

Emergency Drill Prepares Responders

MSO GA News, with thanks to Justin Shaffer, MSO Chief of Public Safety

The airport's Triennial Emergency drill was held on May 2nd, 2026. Unlike the tabletop exercises annually to simulate emergency operations, this one was a full-scale emergency drill as is held every 3 years. The drill is a chance for the airport to evaluate the effectiveness of its emergency plan and allows staff and mutual aid partners to simulate various response plans. The live fire exercise featured an on-site "burn prop" meant to simulate an aircraft fire and offering hands on training opportunities for the Public Safety Department.

At 7AM on the 2nd, about 30 or so volunteer crash "victims" came to the airport's designated drill site to have "injuries" applied using a makeup technique called "moulage," the art of applying makeup to simulate injuries for emergency medical training. Jenny Ross from Community and Michelle Cole from Providence did the amazing moulage makeup. Volunteers to serve as simulated crash victims had been recruited via Facebook and notices to other organizations.

After a lengthy time of applying the moulage to all the volunteers, victims went to the simulated crash site, putting themselves in various positions and locations. The simulated aircraft used for the drill and provided by

the firm 139Fire was truly "fired up" with flames. First responders arrived, including volunteer firefighters from Missoula Rural, East Missoula, and Frenchtown. Some of the firefighters attached the fire while others went among the victims and performed "triage" (prioritizing for treatment according to seriousness of injury). Green ribbons were tied around the wrists of victims with minor injuries, red ribbons for those with serious injuries requiring immediate attention. Responders moved victims to areas organized according to handling urgency. Some were transported via ambulance, contributed by Missoula Emergency Services, with the most serious being transported by a LifeFlight Network Helicopter. Both hospitals participated in the drill. Victims/patients arrived via ambulance or helicopter, and hospital personnel worked them as if it were a real incident.

After the drill, all participants were treated to lunch and refreshments, satisfied in knowing that the crash simulation provided important training and experience that would be essential in the event of an actual airline crash.

(See photos next page)



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. Former 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.



Photo captions left - right. Top row: Volunteer "victims" arrived early to receive moulage. Facial injury on "Dusty." Middle row: Justin Shaffer describes the drill sequence for victim volunteers. Firefighters arrive to attack the aircraft fire. Bottom row: Responders prioritize victim treatment according to severity. Responders load the most seriously injured into ambulances for transport to a hospital.

A small, handwritten signature or set of initials in the bottom right corner of the page.

Tips for Backcountry Flying

Aaron Foster and Gary Matson

Aaron is a CFI flying out of MSO's Minuteman Aviation. His seminar on backcountry flying was presented at the airport's Blackfoot Aviation on February 2, 2026. A few of the highlights follow.

Rules of 3 for backcountry flying

- Pilot, Plane, Weather (Art Dykstra)
- Gas, Daylight, Weather (Dick Williams)
- Aircraft familiarity, Daylight, Weather (Mike Patey)

Plan your flight – Use references that describe the backcountry strip as fully as possible. Consult with pilots experienced with flying there. Consider taking along a backcountry CFI on your first flight to the strip.

Sharpen your proficiency for maneuvers important in the backcountry – Spot landings, slow flight, power off 180s. Be aware of how to fly a canyon – Not in the middle. Select the sunny side or the upwind side for rising air. Cross ridges at 45 degree angle, always enabling a turn back to lower terrain.

Be aware of potentially losing visibility because of flying directly into the sun or because of smoke obscuration. Fly early, planning on being back home by 11 unless spending the night. Don't do your customary runup on a backcountry strip, which could cause gravel damage to the prop.

Helpful tips for flying to a backcountry airstrip

- Flight plan – Don't file one unless you have a satellite phone that lets you close it.
- Use Foreflight's breadcrumbs to track your route inbound. Terrain can be deceiving and the breadcrumbs identify the safe route out the same as the route in.
- Scout your destination. Arrive with plenty of altitude and "shop the strip," circling it to identify potential hazards (terrain, trees), where you can park/camp after landing, and the availability of a go-around route. Then "work the problem backwards":

- Decide what route you will fly on departure while you have a good view of strip and surrounding terrain.
 - What's the best approach route?
 - What are my geographical references if unable to keep touchdown spot in sight during approach? If blind approach I assign altitudes, configuration and airspeed to each point. If off of any of these when arriving at a point, go around.
 - What's the last pre-determined reference where a go around can be safely executed? That's the final go/no go call before committing to a landing.
 - What's my intended touchdown point?
- Commence landing only when you're satisfied that you know enough to arrive and depart safely.
 - Be aware of wildlife or unexpected human traffic like a pack train crossing the airstrip. Be aware of a point during landing that may not permit a go-around, e.g. too low, too far for safe departure.
 - "Fly the wing" – Means the pilot must "feel" the airplane, which includes being attentive to the position of the wing relative to the terrain. Choose the option to "fly elegantly," meaning smooth with gentle control rather than "yank and bank." Two notches (20o) of flaps during landing instead of full flaps will better enable a go-around if needed.
 - Emergency gear – Include dried food and water as well as first aid and shelter for the unexpected event. This could be as simple as an unexpected need to stay overnight or a minor or major crash with damage to the airplane and possible injuries.
 - Communication – Let family or a close friend know where you're going and when you expect to be back. Invest in a satellite communicator like the Garmin inReach.
 - Most of all, fly safe and enjoy the exceptional opportunities and challenges available to us in Western Montana and Northern Idaho.



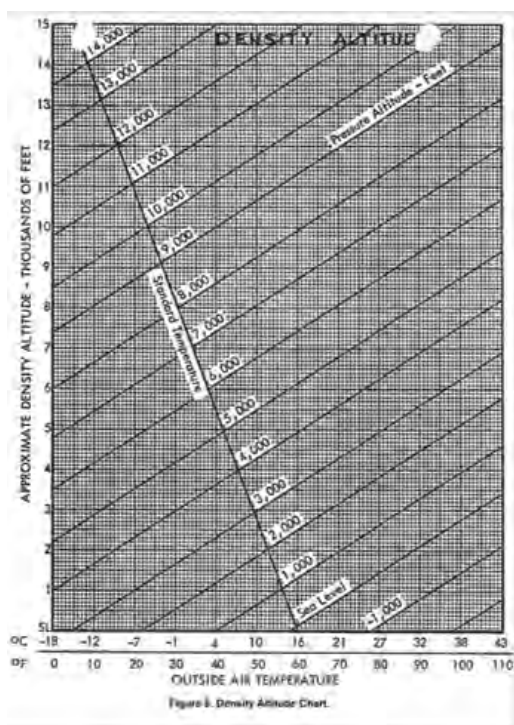
Aircraft Performance and the M1ND Computer

MSO GA News

What's a "M1ND computer"? It's using mental skills to do use math, rules of thumb, and memory to fly properly. Missoula pilot guru Pete Graf* presented an aviation seminar featuring pilots' mastery of their aircrafts' performance. The seminar was the last of a series hosted by Kendon Campbell's Blackfoot Aviation. The series will resume in the fall.

Pete got us started with a quiz. For example, Does the aircraft's stall speed change with its center of gravity? – Yes. It's lower when more aft. The quiz was a good start for a closer look at how to utilize the charts given in the aircraft's Pilot Operating Handbook (POH) for a preflight self-briefing to ensure best and safest performance. For starters, Pete noted that the performance charts are based on a "new" airplane flown by a very experienced pilot and should be interpreted conservatively. Further, the POH for an older airplane is much less comprehensive than one for a newer plane.

Discussion topics among those present included landing speed. Too low – the airplane could lose flying speed too far above the runway and drop in for a hard landing. Too high – the plane could "float" too far down the runway. A too high landing speed could cause a pilot to force the airplane down while still at a flying speed, causing damage to a nose wheel or a series of bounced landings called "porpoising" because they resemble the motion of a swimming porpoise. Does an aircraft's gliding distance change as its weight changes? No, the



d i s t a n c e remains the same, but the gliding speed will be greater as weight i n c r e a s e s . Maneuvering speed (Va) is

Photo caption: Density altitude can be found on the chart using pressure altitude and outside air temperature.

the highest airspeed that can be flown without aircraft damage being caused by extreme turbulence or sudden control deflections. Does Va change with the aircraft's weight? Yes, it is, ironically perhaps, slower when the aircraft is lighter.

Among the most important considerations facing a pilot is "density altitude". Warmer air has fewer air molecules than the same volume of cooler air, decreasing lift. Consequences of higher density altitude include longer takeoff distances and slower climb rates. The former may prevent, for example, a safe takeoff from a shorter backcountry airstrip. The latter may prevent a safe climb over our mountainous terrain. A high density altitude is cited as the cause of a fatal C172 crash in July, 2021, 9 miles southwest of Missoula. The overloaded aircraft, flown by an out-of-state pilot, was unable to fly out of the box canyon entered on this hot day.

Pilots cannot expect ATC's ATIS to report density altitude. On a warm day, the ATIS will only state "Check Density Altitude". However, DA is included in airports' ASOS and AWOS weather). For MSO ASOS pilots can call 406-213-9541. Pilots can also utilize a density altitude chart. Two numbers are needed to use the chart, pressure altitude and temperature. The pressure altitude can be read from the plane's altimeter by setting the pressure to 29.92. The intersection of the pressure altitude and the outside temperature at the bottom of the chart will show the density altitude. There are also formulas that can be useful when the pilot is away from the airplane: [Technique - Calculating density altitude - AOPA](#). High humidity also increases DA but that increase is relatively small and only really becomes critical when operating at your airplane's maximum performance. Remember the 3 Hs for high DA: High, Hot, & Humid.

Pete presented many other aviation performance topics of high relevance to all pilots. Thanks, Pete, for sharing your experience and expertise.

*Peter Graf, CFII, MEII, HCFI is a FAA Team representative. He was a U.S. Air Force pilot for 28 years and a Captain for Sky West Airlines for 12 years. Pete is currently the Flight Standards Officer of the Montana Wing, Civil Air Patrol and a recipient of the FAA's Wright Brothers Master Pilot Award.

Flight club at MSO

James Wasem, President, Lake Missoula Flight Club



1964 Cessna 150D. The D is for Dimples. Miss Dimples to you. This tender trike is the pride of our fleet and is a favorite among time builders. Compact, reliable, and efficient, Miss Dimples will get you where you need to go. Just don't expect to get there fast.

Lake Missoula Flight Club continues to grow since organizing in October 2025 and has a current roster of 23 active members as of April 2026. Members have logged over 120 flight hours so far in 2026. A 1966 Cessna 150F (150 HP conversion) was added to the club and has become a popular choice for pilots wanting to feel the extra performance compared to the club's 100HP Cessna 150D.

Club members have organized several monthly educational events that include rating-specific study sessions, assistance with annual inspections, aircraft cleaning, and safety briefings. The club is currently exploring the opportunity to add an instrument certified aircraft to the fleet to support increased interest in building IFR skills and proficiency.

Lake Missoula Flight Club is a 501(c)(7) social club. Find out more at www.MissoulaFlightClub.com

Continued from page 4



Aaron Foster presenting a seminar on backcountry flying at the Blackfoot Aviation seminar.

Good backcountry flying books (all on Amazon except Imeson's, which is available from [Pilot Supplies - Shop at MyPilotStore](http://PilotSupplies-Shop.com)):

- Mountain Flying Bible, Revised – Sparky Imeson
- Mountain, Canyon, and Backcountry Flying – Amy Hoover and Dick Williams
- Bound for the Backcountry -Richard Holm Jr
- Fly Idaho – Galen Hanselman
- Notes from the Cockpit – Dick Williams
- Stolin' with a Super Cub – Dick and Ed Williams
- Advanced Mountain Flying – David Hoerner

Online reference:

- [Explore – shortfield](#) – Photo and descriptions of backcountry airstrips in the U.S.
- <https://flyfosteraviation.com/> Foster Aviation website

Tips for VFR flying at MSO

MSO GA News, Rhett Baerlocher, and James Wasem

Rhett is Lake Missoula Flight Club Vice President; James is President. Both are CFIs

Rhett and James gave a “VFR Refresher” presentation at Blackfoot Aviation’s March 5th aviation seminar. Rhett outlined the recommended flight protocols.



Reporting points are flagged on the sectional chart.

MSO outbound or inbound

- Lolo Transition (south) fly at 5,000 MSL; If higher contact Spokane Approach 124.9
MSO ATC has indicated that several inbound commercial aircraft have had to be re-routed due to VFR traffic conflicts. On average this seems to happen twice a week in the winter and once a day in the summer. Following the recommended VFR transition altitudes will assist in preventing costly commercial traffic diversions.
- Monitor ADSB-In, Foreflight, or Flightradar24 for traffic or request traffic advisory from Tower
Flightradar24 displays ADS-B live air traffic via an app for your mobile device. Flight plan information and history can be seen when available. Get the iOS or Android app here: <https://www.flightradar24.com/apps>
- Inbound, report when over Bonner, Lolo, Frenchtown, and Evaro: “Missoula Tower, Cessna 12345 over Lolo inbound for landing Information (Alpha, Bravo, etc.)” Be at sufficient altitude, 5,000 – 6,000 MSL.

Airport Traffic Pattern Notes

- Make sure crosswind turns are ½ mile past end of runway and 700’ AGL (especially for south traffic to avoid helicopter practice area)
- Otherwise request “early turnout” if you want to turn earlier

Radio communication

- Don’t hesitate to ask the controller for clarification: “Say again for Cessna 12345”
- Speak clearly and enunciate well
- Be concise and accurate
- Don’t abbreviate your call sign unless Tower does it first. That is, use “Cessna 12345” until Tower recognizes you as “Cessna 345”, then OK to shorten the same way.

Continued on page 8

- Be aware of other similar call signs

Lost Radio communication

- Squawk 7600 on your transponder
- If landing, watch control tower for light gun (keep a reference handy so you don't forget what the light signals mean)
- If practicable, consider using phone communication - MSO Tower (406) 549-2979.

Caution in practice areas and at/near uncontrolled airports

- Be aware of increased training traffic in these traditional practice areas: Stevensville north, Stevensville south, Hamilton east, Arlee, Ninemile/Frenchtown
- Check NOTAMs for skydiving at Stevensville and at Kalispell
- Confirm CTAF frequency; call inbound when 10 miles out; on approach, "Cessna 345 5 miles (direction e.g. southwest), inbound on a 45 for landing runway XX"
- Report on CTAF each traffic pattern position: Downwind, base, final
- Be alert (!!)- aircraft in pattern with no radio position report (no radio, wrong frequency, carelessness); aircraft on a non-standard, unexpected pattern entry or departure.
- Report your position: "Stevensville traffic, Cessna 345 9 miles northeast at 6,000 and maneuvering" (report periodically as needed); "... west of Highway 93 at 5,500 and crossing the valley west to east."

James presented tips on VFR Flight Planning: Tools/Tips/Reminders

- Cross country planning tools – Foreflight, Garmin Pilot, SkyVector.com, FltPlan.com, AOPA Flight Planning Tools - AOPA
- Weather tools (AviationWeather.gov, 7-Day Forecast 46.87N 114W, Windy: Waves, [AeroWeather \(iOS\) - Lakehorn](http://AeroWeather (iOS) - Lakehorn), MSO AWOS 24/7(406) 213-9541); MSO ATIS (406) 549-2989
- The NOAA 7-day forecast includes a link to a highly informative "Forecast Discussion." It provides meteorological information explaining not only current weather but also what can be expected in future hours and days
- Prog charts are critical for advance flight planning because they depict terrain, obstructions, special airspace, and other things not always identifiable on the "magenta line" we follow on our GPS moving map.
- Route planning concerns include terrain, altitude, alternates, emergency options, fuel availability, and more.
- Full pre-flight briefings are essential for cross country flights. Foreflight and other tools enable full briefings with not only general weather forecasts but also METAR and TAF for destination airports.
- Filing a flight plan is always a good idea; unnecessary for local practice maneuvering or proficiency flights.

- For every flight, the pilot is well advised to consider whether it complies with weather minimums, is safe, and makes sense. It may be best to postpone.
- Proactively use NWKRAFT: NOTAMs, Weather, Known ATC Delays, Runway Lengths, Alternates, Fuel, Takeoff/Landing Performance.
- Remember that ADSB-out is required for Class C airports and within 30 nautical miles of Class B airports.
- For cross country flights, request flight following. 1) Before departure, contact Ground. “Missoula Ground, Cessna 12345 at Northstar, ready to taxi information ____, destination (e.g. Coeur d’Alene), request flight following.” 2) In the air, contact Spokane 124.9 “Spokane Departure Cessna 12345 10 miles west of Missoula destination (e.g. Coeur d’Alene) request flight following. In each case, you’ll be given a squawk code and a contact frequency. You can cancel flight following when a little more than 10 miles from your destination and switch to the local CTAF or Tower.
- Besides ATC, Flight Service is an in-flight communications resource. Frequencies are in the communications boxes on the prog chart, with the station location beneath the box.
- Be prepared! Sharpen your mountain flying skills, be aware of density altitude, remember emergency communications (121.5, Spot Emergency Locator).
- Fly safe, master the challenges, enjoy the ride!



Small Aircraft Crashes in Montana

MSO GA News

Jeff Vercoe, FAASTeam Program Manager, shared his experiences and concerns at the April 9, 2026, aviation seminar sponsored by MSO’s Blackfoot Aviation. In a single month, October of 2025, there were 8 fatalities in 3 small aircraft crashes. Are there any lessons pilots can take to heart?

On October 17th a twin-engine Piper Aztec (PA-23-250) departed Billings for a flight to Polson. Icing was experienced during its route over the Bob Marshall Wilderness and may have contributed not only to aircraft instability but also to engine failure. The plane went down in the wilderness, killing the Alabama pilot and his two daughters.

A Robinson R66 helicopter crashed on October 22nd near the far eastern Montana town of Ekalaka. The pilot had been flying among in the area’s scenic buttes. A witness watching the helicopter reported that “something came off” before it dropped below her line of sight. The Illinois pilot, his wife, and two of their children were killed.

On October 24th a pilot from Spokane was attempting a night landing at Lincoln, Montana in his Cirrus SR22T. He had never been to Lincoln before and was to meet family for a hunting trip. Data shows that the aircraft’s Terrain Awareness Warning System (TAWS) activated at 9:14 PM, shortly followed by a steep left bank and a stall warning. The plane crashed in a wooded area near the airport, killing the pilot.

Jeff noted that a common factor in small aircraft crashes is Aeronautical Decision Making (ADM). A decision to fly over the high terrain of the Bob Marshall in icing conditions was not a good one, nor was flying at night into an unfamiliar airport surrounded by Mountains. The role of ADM in the helicopter crash was not clear. All three pilots were Montana nonresidents.

Western Montana general aviation pilots hear repeatedly about flying safely – from our CFIs, FAASTeam members like Jeff, and in discussions among fellow pilots. Compliance with required annual inspections and immediate attention to mechanical

Missoula pilot completes kit plane build

MSO GA News

Missoula pilot Ralph Johns learned to fly while living in New Jersey. He and his wife moved to Missoula in 2001. His flying experience was mostly in Cessna 172s. He became interested in the challenges of building his own airplane, and in the enjoyment of flying a sporty, responsive, light sport aircraft. He considered the RV-7, but assembly required the involvement of a 2nd person to be the rivet buckler. The Zenith, like the RV, is assembled using rivets but they are “pop rivets” that can be installed by a single person. Ralph was also impressed with his friend’s Zenith kit-built aircraft and decided to purchase the Zenith CH 650.

His building quest started in 2020. He had intended to travel to Mexico Missouri to pick up the kit from the Zenith manufacturing facility but then Covid hit, making travel a bad choice. So, he decided to have it shipped. It arrived in Missoula by freight. Ralph had it delivered to U-Haul and transferred to one of its trucks. The crate was very large and weighed about 1000 Lb. He took it to his East Missoula storage unit but it was much too large and heavy to move! So, he opened the crate and transferred it to the storage unit piece by piece. He took pieces for wing construction to his garage in the Rattlesnake.

Working in his garage, he started on the wing. When it came time to turn the wing over and work on the other side the garage was too small. The struggle to take it outside, turned, and back in convinced him it was time for a hangar. He ran across a flier for the Delta Golf hangars at MSO, called, and there was one left. He bought it and in 2022 hauled his CH 650 kit to the hangar along with the one mostly done wing.

Now, after hundreds of hours spent studying plans and building, Ralph can celebrate a completed aircraft! Before he can take to the air, however, his Zenith needs to pass inspection by an FAA Designated Airworthiness Representative (DAR). Once that’s done, Ralph will next need to complete 40 hours of test flying in the limited geographical area designated by the DAR. After that, he can join the rest of his MSO pilot friends enjoying the freedom of flight in his sporty, responsive, efficient airplane!

The airplane will be ready to begin flight testing as soon as Ralph can get an appointment for an inspection by the DAR. Some specifications: The power plant is a 130 horsepower ULPower engine; cruise speed at an economical power setting is around 130 mph; fuel capacity 24 gallons, with 22 useable; expected fuel burn at 75% power about 5 gallons/hr, so the plane can remain aloft at least 4 hours with reserve; cruise speed at an economical power setting 120-130 MPH; Maximum Certificated Gross Weight for the aircraft is 1320 and empty weight 650, so useful load 670 Lb.

The aircraft has state-of-the-art radio and avionics. The Dynon Electronic Flight Instrument System provides not only a highly visible moving map for navigation but also shows fuel quantity and all the functions related to engine performance. The radio can monitor two frequencies at once.

Congratulations, Ralph! Well done!



Ralph points to some of the outstanding indicators on his Dynon system.

MSO Airport News

MSO GA News, with thanks to Tim Damrow, Shaun Shea, and Matt Bendza

Seattle stair climb

In early March, four members of the MSO Public Safety Department traveled to Seattle to participate in the Leukemia & Lymphoma Society (LLS) Stairclimb. The yearly fundraising event hosts hundreds of firefighting personnel to push their physical endurance by climbing the stairs of Seattle's Columbia Tower (76 floors) in full fire gear including breathing apparatus. The team's rigorous training paid off as all members of the MSO team successfully completed the event, averaging around 16 seconds per floor.

Taxiway H

The conversion of former Runway 26/8 to Taxiway H is featured in an article in the fall 2025 issue of MSO GA News, Page 4 [GA newsletter Fall 2025](#). The airport's consulting engineer, Shaun Shea, gives an update: We are in the process of rebidding the TW-H project (original bids came in too high). Hopefully a contract can be approved at the June Airport Board meeting, and construction will begin as soon as electrical equipment arrives. Unfortunately, electrical equipment is expected to take +/- 15-weeks. Depending on the contractor's schedule and capability we might see construction later this fall, or early spring of 2027.

New GA hangars

Two new GA hangars are located just east of the East LZ hangars, on the east side of the airport.

A note from MSO ATC Manager Matt Bendza

Runway incursions remain a serious concern nationally. One important component of our ongoing

efforts to improve surface safety at MSO Airport involves conducting a Runway Safety Action Team (RSAT) meeting at least once each year. In conjunction with airport management, we will be conducting a local RSAT meeting on *June 16th, 2026*. The meeting is scheduled from *10:00 am to 12:00 MST* and will be held The Johnson Bell Board Room on the third floor of the airport terminal building. If you cannot attend in person but still want to participate, the meeting will also be available via Microsoft Teams.

The purpose of this RSAT meeting is to unite those individuals and organizations that are actively involved in air traffic operations and movement of aircraft, vehicles and equipment on the Airport Operations Area (AOA). We look for participation from all major airport interests including tenants, fixed base operators, airport operations and maintenance personnel. Participants are asked to help develop recommendations and solutions to enhance surface safety. Those recommendations serve as the foundation for a site-specific Runway Safety Action Plan. You are cordially invited to join us.

Your participation is important and your input is welcomed. Please RSVP to matthew.bendza@serco-na.com. Include the name, organization, phone number and email address of those who will be attending.

If you have questions or need more information, please let me know. I can be reached at 406-549-2979 and/or matthew.bendza@serco-na.com.



Left: Stairclimb at Seattle's Columbia Tower

Right: New GA hangars just east of the East LZ Hangars



Wildlife Hazard Management

MSO GA News

Wildlife is one of the most valued treasures of our Treasure State! We humans encroach more and more on their living spaces and when that encroachment is an airport then wildlife admiration changes to wildlife hazard mitigation. On April 21st, Compliance Officer Jesse Johnson hosted a meeting of the Wildlife Hazard Management Plan Working Group. The purpose of these annual meetings is to evaluate current hazards posed by wildlife on the airport and to consider whether mitigation protocols are adequate. The Working Group included representatives of the airlines, general aviation, and air traffic control.

The wildlife incidents of greatest concern are aircraft bird strikes. Our Missoula airport has fewer of these than other airports in the state but any one has the potential of serious aircraft damage. A bird strike last October caused \$500,000 in damage to a commercial aircraft's engine though the aircraft made it safely to its destination. No other serious aircraft damage from a bird strike has been reported since.

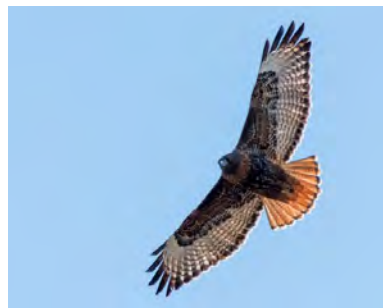
Raptors are the most frequently encountered - kestrels, a lot of red-tailed hawks, Swanson's hawks, rough-legged hawks, and others. One incident involved a flock of gulls. Public Safety officers routinely patrol the runway environment. When their attempts to haze birds away fail, the birds must be killed. Lethal control is permitted (not for eagles) but only as a last report and must be reported to authorities (FAA, Montana FWP). The airport consults with a qualified wildlife specialist for ongoing evaluation of its wildlife mitigation program.

The Missoula Valley is a natural corridor for both migrating birds and resident raptors. As the city grows both east and west of the airport, the lost habitat pushes the birds to the airport itself and increases the need for wildlife mitigation. One of the surprising measures taken to discourage the presence of raptors at the airport is to let the grass grow 6-12 inches tall adjacent to the runway. The tall grass lets prey, primarily ground squirrels, stay hidden from the raptors. Measures are taken to reduce the number of prey at the airport but some always remain.

Critters like coyotes occasionally get into the airport by digging under the fence. Public safety must use lethal control in these cases. The access diggings are filled and reinforced to prevent recurrence.

A September 29, 2011 Missoulian story by Kim Briggeman described an unexpected airport visitor, a black bear. During the dark early morning hours the bear was pushing on the terminal doors attempting to get in. When attempts were made to shoo it away, the bear climbed a tree east of the terminal. Bear biologists from FWP came out and darted the treed bear with tranquilizer then transported it to "a remote spot in the Lolo Pass area." As Airport Director Chris Jensen surmised, "'Apparently he was looking to fly south for the winter as opposed to hibernating."

Missoula's aviators can be very appreciative of the ongoing efforts to mitigate wildlife hazards. We Montanans can enjoy the presence of our treasured wildlife at places other than our airport.



[Back to Page 1](#)

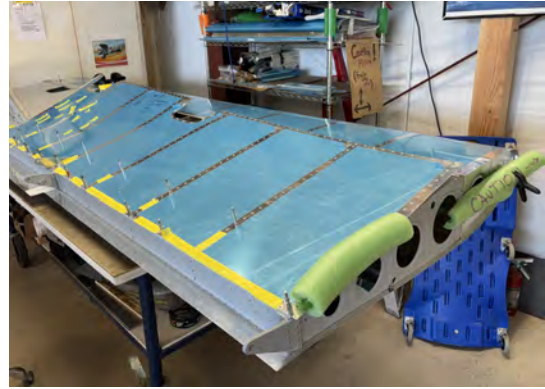
MSO

Missoula's EAA Chapter 517 is Busy

MSO GA News



MSO CFI Alex Healy and pilot Jay Schwietzer are working on an RV-9 wing. Alex is "final drilling" to a specified size, and installing "clecos," temporary fasteners that keep the components in precise location during riveting. Jay is getting ready to rivet.



The partially assembled wing.

Youth airplane build program

The Chapter's Youth airplane build program is progressing. Chapter member Cal Geyman is supervising the building of a Vans aircraft model RV-9 in the Chapter hangar. He found the partially built kit listed for sale on Vans Airforce website. He traveled 1,200 miles, loaded the kit in his vehicle, and brought it to Missoula. Cal is an experienced builder, now flying his own Van's RV-9. He and others will assist high school youth recruits as well as other volunteers.

The RV-9 build started in January 2026 and is expected to take three years. Fabrication of wings is almost done and the fuselage will be next. Building sessions are on Saturday and Sunday afternoons, 10am to 4pm in the chapter's hangar at the Missoula airport. Any local student is invited to come check it out! Participation is free and is a unique introduction to aviation and its varied careers. Please email Cal Geyman at cgeyman@gmail.com if you know a young person that's interested, or if you want to volunteer yourself. Our chapter website has a description of the project (<https://chapters.eaa.org/ea517/youth-build-projects>).

Chapter meetings

The Chapter meets the third Monday evening of each month at our Chapter Hangar, Hangar #4 in the East LZ Hangar Complex, 4198 Corporate Way, at the east end of the Missoula Airport. Pizza is served at 6:30, prior to the meeting that always features an interesting speaker or program. Join in for some fellowship and hangar flying. During the second hour Ralph Johns will lead a "VMC Club" discussion. EAA National sponsors the informal VMC Club, providing a problematic flying scenario for discussion. All members and non-members are welcome to these meetings.

One of the Chapter's most creative and fun-loving members, Cal Geyman, decided to create a Chapter meeting program imitating Jeopardy. He invited members to send questions that were posed to the group at the meeting. The first/best answer was rewarded with a candy piece. Questions included this one: Who was the first pilot to land in Missoula? A: Eugene Ely was the first pilot to land an airplane in Missoula, Montana, on June 28, 1911. The famous aviator landed his Curtiss Pusher at the Fort Missoula baseball field, making three successful flights that day, which included the first dual

flight in Montana. Over 3,000 spectators watched the historic event.

Pancake breakfasts

The Chapter sponsors a pancake breakfast at the Chapter hangar on the first Saturday of each month April through September. Expert chefs serve pancakes and trimmings that satisfy the most discriminating breakfast appetite! Enjoy conversations with friends, families, and aviation enthusiasts! A donation of \$10 is suggested. Coffee's hot by 8:30am, and the pancakes, eggs and sausage will be ready by 9 am.

Cover photo: EAA Chapter 517 Young Eagles Coordinator, Ray Aten, ready for a flight with a Young Eagle.

Parents/guardians, bring your "Young Eagle" youth, ages 8 to 17, to the Chapter hangar for a free flight with a local volunteer EAA member pilot. Flights are short in duration, typically to Frenchtown and back. They are a wonderful introduction to general aviation and the beauty of our valley. The experience can ignite a passion for flight and all things aviation!

Young Eagles flights are scheduled for the second Saturday of each month, May through September. They will be posted on the Young Eagles Day website (eaachapters.org) approximately two to three weeks before the event. Enter your zip code on the webpage and look for "Young Eagles at KMSO" To Register your child for a free Young Eagles flight at our Missoula Montana airport, click the blue bar (View Details) at the bottom of the Young Eagles at KMSO event listing, then click the green bar (Register for Event) at the top right of the View Details page. The next Young Eagles flight will be on June 13, 2026.



Chapter Secretary James (Cal) Geyman donned a hilarious outfit to lead us in an "aviation jeopardy" game at a Chapter meeting.



Continued from page 9

issues; thorough preflight check of the aircraft; with experienced CFIs regarding backcountry destinations; these are some of the things that can keep us enjoying safe flights in our gorgeous but risk-laden terrain.



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.

How is Your Situational Awareness?

Kurt Kleiner – CFI and FAAS Team Rep.

In the study of Human Factors that have caused or contributed to aircraft accidents, the pilot's lack of Situational Awareness (SA) is often identified as one of the elements in the chain of events leading to the undesired outcome. For most of us, a general sense of our SA can be determined by asking if our perceptions match reality at any given time during a flight. Typically, this should prompt us to be continuously vigilant about any changes in the flight environment, in the condition or performance of the aircraft, or in our personal human performance. Specifically, we need to assess and determine what has recently happened, what is happening right now, and what will likely occur in the future that could affect the outcome of the flight.

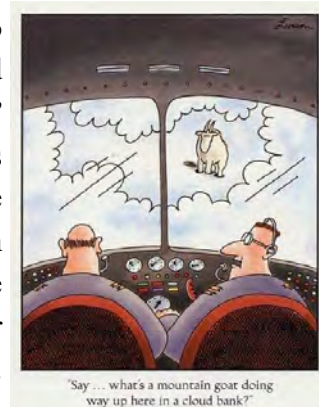
A career Chief Scientist and Human Factors Specialist for the US Air Force named Dr. Micah Ensley frames the question of Situational Awareness in terms three distinct cognitive levels: Have we perceived all of the elements in the current condition, do we have a complete and accurate understanding of their meaning, and can we accurately project the near-future ramifications if those conditions do not change, or if they become worse. She goes on to emphasize that, unless all three levels of Situational Awareness are satisfied, we might not be adequately equipped to make the best well-informed decisions, much less take the appropriate action when a hazard emerges that elevates our risk. In several FAA Risk Management publications, these cognitive values are framed in the “3-P” model, which stands for “perceive, process, and perform.”

Extensive psychology research has concluded that in two out of three cases where SA has not been fully established, people did not achieve Level 1 of Endsley's model; we simply fail to perceive a condition that demands our timely attention. In aviation, there are several barriers to our ability to “perceive.” Data is either unavailable, hard to detect, or misunderstood. Sometimes we miss obvious clues that something has changed in the performance of the aircraft, or that conditions in the flight environment or in our human performance have degraded. Sometimes we fail to scan the big picture, or we become distracted, fatigued, task-saturated, or tunnel-

visioned during high workload situations with multiple demands competing for our attention. Conversely, when our workload is low, we can become lulled into a sense of complacency when everything is working properly, as planned and expected. In any situation, we might not realize that our own cognitive biases and assumptions can hamper our ability to perceive, understand, or properly project changes in our situation and their associated consequences. When there are flaws in our mental model of what's really going on, it tends to adversely undermine our ability to make sound decisions when they are needed.

To defend against factors that impair our complete situational awareness, the following strategies are recommended. Thorough preflight weather analysis and aircraft performance planning will reduce time and attention spent acquiring the same data during a flight. Learn and practice new and complex tasks in a simulator or on the ground before you fly. Maintain effective communication with air traffic controllers, Flight Service briefers, your passengers, and other pilots so that you continuously update your awareness of the big picture with fresh information that may be critical for real-time decision-making. Minimize interruptions and distractions, especially during critical phases of flight. Manage your time and workload to avoid task-saturation as much as possible by planning and acting proactively. Above all, manage your personal health and physiology with adequate rest, nutrition, and hydration so you remain alert and aware of all critical elements in the big picture. These habits will free up more time and mental bandwidth that's needed to maintain an active scan, improve our ability to perceive-process-perform, and stay “ahead of the airplane.”

There are many publications and on-line resources where we can study aviation human factors and accident case studies to increase our knowledge of this critical topic.



Kurt Kleiner

Cleared for Takeoff: Northstar Jet & Neptune Aviation Gear Up for Spring's Flying Surge

Alex Healy, CFI, and Kevin Condit

Interest in flying and earning a pilot's license is soaring. According to data from the Federal Aviation Administration (FAA), there were more than 370,000 active student pilots in the U.S. at the end of 2025, an increase of 66% compared to 2020.

Northstar Jet is preparing for the busy spring and summer season, the peak time for aspiring aviators to sign up for flight school. Their team of flight instructors is ready to educate new students on everything they need to know, from mastering pre-flight inspections and aircraft systems to navigating radio communications and safe taxiing. Northstar Jet provides the comprehensive training needed to become a skilled aviator.

For those considering aviation for a career or hobby who are stuck in a holding pattern on what they want to do, Northstar offers a couple of interesting options to pique their interest.

Their Scenic Flights take passengers on a tour of the Missoula Valley to see the local landscape from a new perspective – an aerial view of local rivers, lakes, and mountain tops to understand how enjoyable flying on their own could be.

For those ready to move toward the cockpit, their Discovery Flights take it a step further. During these hourlong flights, instructors talk with them about what they could expect during training, the commitment they need to make to be successful, the financial requirements, the opportunities available to them if they complete their training, along with the lifestyle benefits of being a licensed pilot. Prospective students also get to momentarily handle the controls to get their first hands-on experience. By the time the flight is complete, there is a clear understanding of what will be required and the benefits of becoming a pilot.

The flight school has three aircraft that you hear often around Missoula: N95203, our Piper Cherokee, and N737KZ and N4345Q, our Cessna 172s. They're all great for flight training and scenic flights, and we love to share the views over Western Montana with anyone who's curious! This year, we've been working to expand our training capabilities. We added a Gleim flight simulator that allows us to teach instrument flying on bad weather days, and we'll have more to share about

improvements to our aircraft this summer! Last but not least, we have a PSI testing center here at the flight school. Pilots can take all of their FAA written exams here!

Already have your wings? Neptune is here to help. For active pilots preparing for the season of flying ahead, the avionics team for Northstar's parent company Neptune Aviation is ready to perform maintenance on your private aircraft or to upgrade your avionics system. In addition to being a certified installer for BendixKing, Trig Avionics, and PSI Engineering, Neptune is also an authorized Garmin dealer offering Garmin's industry-leading aviation supplies and solutions, including GPS navigation systems, transponders, advanced displays, and other aviation products.

Neptune Aviation is an FAA Part 145 Certified Repair Station (FAA CRS NI6R011N), providing world-class maintenance services for individual and corporate aircraft owners, with the experience to handle major repairs and alterations as well as aircraft modifications.

If you would like to earn your private pilot's license or need maintenance services, contact Northstar Jet and Neptune Aviation at (406) 721-8886.



Northstar's Cessna 172 N737KZ shares views of Western Montana's beauty.

Salt Lake Center Pilot Tips

MSO GA News and Mark Bretz

Missoula pilot Mark Bretz received important tips from a Salt Lake Center controller and was asked to pass them along. The following is *a small part* of what Mark received. If anyone would like the full document, with important tips for both IFR and VFR flying, contact Gary Matson at gjmatson@montana.com

Ways to cut down on frequency congestion:

We are required to ensure you have the latest weather for your destination airport. This interaction often requires multiple transmissions.

The typical scenario:

Center: *“N123, advise latest weather for BTM and type of approach requested.”*

N123: *“We’d like the ILS RWY 15.”*

Center: *“N123, advise when you have the latest weather for BTM.”*

N123: *“We have the latest weather for BTM.”*

What we would prefer to hear:

“N123 has the latest weather for BTM and requesting the ILS RWY 15.”

Safety/misc. info:

Pireps are extremely important. If you are landing at an airport with visibility below 5 miles or a ceiling below 5000', please give us a pirep. Additionally, if a controller warns you of turbulence or icing and you do not encounter it, let us know. Negative pireps are equally of importance. Pireps we really want :Icing that is considered light or greater (we need type, intensity and outside air temp), turbulence/chop that is light or greater, wind shear, mountain wave (include altitude variation and speed fluctuation), and base and tops reports.

Turning on a bad angle in mountainous terrain is extremely dangerous. Overflying the fix to be able to fly straight-in often causes the pilot to bust ATC's minimum IFR altitudes. This unsafe turn is providing no protection from terrain to the pilot. Unfortunately, this situation happens far too often in Salt Lake Center airspace.

Salt Lake Center airspace is getting busier and busier. We have quite a few airports that are desperately in need

of VFR procedures to keep everyone safe (JAC, IDA and LGU). JAC currently has specific VFR routes that can be found on foreflight. Please familiarize yourself with them before flying to JAC. This airport is especially dangerous because of the terrain and amount of high performance jets in and out of it. Center is in the process of creating a Letter to Airmen which will hopefully help to lessen the VFR to IFR close calls. Also, your aircraft must be able to fly at a minimum of 14,000' IFR in order to get in and out of JAC.



Busy SLC airspace as seen on Foreflight on a recent morning. Blue arrows are flying aircraft.

If you are a student or low time pilot, please do not hesitate to let ATC know or file it in the remarks section of your flight plan. We can slow our rate of speech down and give you less information at a time. We truly do understand what it is like to go through training and we **NEVER** want a confused pilot. We can explain what we need as many times as it takes to keep you safe.

We highly recommend always filing a VFR flight plan. However, ATC does not have access to what you file. We have resources that can get it for us, but it is not something we view at our radar scope. If you intend on flying a route other than direct destination on flight following, let us know **AFTER** we radar identify you. We can quickly tell if you are off course from direct destination. Also, if you have filed a VFR flight plan, ATC cannot cancel it for you. Even if you are on flight following and ATC tells you to *“squawk and maintain VFR”*, it does not eliminate your requirement to close out your VFR flight plan.

Continued on page 18

41st Annual Montana Aviation Conference

From the April 2026 "Montana and the Sky" Aeronautics newsletter. Special thanks to Aeronautics' Matt Lindberg.

The 41st Annual Montana Aviation Conference, hosted by the Aviation Organizations of Montana (AOM), touched down in Billings February 26 to 28, 2026, at the Billings Hotel and Convention Center. Montana's premier aviation gathering once again brought together pilots, mechanics, airport sponsors, industry partners, and aviation enthusiasts for three full days of learning, networking, and celebration. This year's program featured a packed exhibit hall, keynote luncheons and banquets, and multiple concurrent sessions covering safety, medicine, regulations, backcountry flying, search and rescue, and stories from across Montana's aviation community.

The conference also continued its strong emphasis on workforce development, with more than \$63,000 in Montana aviation scholarships presented to students, pilots, and mechanics during the awards luncheon. Additionally, the Federal Aviation Administration (FAA) presented five Wright Brothers Master Pilot Awards and one Charles Taylor Master Mechanic

Awards celebrating 50 years of flying or being an aircraft mechanic! A highlight for mechanics was the MDT Aeronautics Division's long-running Mechanic Refresher and Inspection Authorization (IA) Renewal Seminar, held in conjunction with the conference on Friday and Saturday. Mechanics attended to meet their annual IA renewal requirements - continuing a tradition that began in 1963, when Montana became the first state to offer a state sponsored IA renewal course.

Social events and static displays rounded out the schedule, giving attendees time to connect, share ideas, and explore aircraft and services supporting aviation across the state. As always, the conference underscored aviation's critical role in connecting Montana communities and highlighted the partnerships that keep the state's airports, operators, and airways safe and thriving. *The 42nd annual Montana Aviation Conference will be held in Missoula next year.* See photos on page 19

Salt Lake Center Pilot Tips from page 17

If you see a fire, please report it to us. We all know how catastrophic fires can be in the northwest. Fires can quickly shut down airspace/airports that are critical to medevacs. Please give us the location relative to your position and whether it is on a mountain/ridgeline/in the valley and include the color of smoke if possible.

Flying in icing conditions, especially in mountainous terrain, is extremely risky. A lot of smaller aircraft are already flying right on the envelope of ATC's minimum IFR altitudes. Any icing build up will immediately cause an aircraft to deviate below our safe altitudes and create an emergency situation.

In the summer, density altitude is a huge factor for aircraft performance. Please keep this in mind when filing routes. If your aircraft cannot meet MEA's on an airway, or the MIA's on a direct route, you need to find a different route or choose not to fly. Pilots can always contact us if they want help filing a route around higher terrain. Our MIA information is not public knowledge. (MIA= Minimum IFR altitude)

Additionally, please teach students how to find Salt Lake Center's frequencies around airports. We have too many VFR aircraft (not talking to ATC specifically) doing practice maneuvers/practice approaches that are unknowingly causing too many close calls (most commonly at LGU, IDA and JAC). If you are flying circles around Grandma's house, practicing turns, or any other maneuver that is within 30nm of an airport, you could very well be in the approach/departure path.

If you are starting to experience any situation that potentially could turn into an emergency, please let us know. We want to be as prepared as possible to assist you. If we know that a situation could be arising, we will know to prioritize your callsign over others as well.

Additionally, if you hear us assisting a pilot, please do not be afraid to speak up to help us. Most of us are not pilots. You could be far more in tune with what to ask/say in an emergency.

From Dan's Desk

Dan Neuman, MSO Business Development Manager and humorist/philosopher



Well as I sit at my now famous desk contemplating what to write for Gary, my mind wanders towards Pop Culture, and I think back to my formative years when I was strongly influenced by the culture of the day. Now, at the risk of sounding ancient (I am a product of the 1970's), it was a time defined by the release of

Star Wars, Jaws and Saturday Night Fever. Billy Jean King beating Bobby Riggs in a "Battle of the Sexes" tennis match, bell-bottom jeans, platform shoes and white patent leather belts and the rise of punk music. What teenage boy didn't have a poster of either Cheryl Tiegs, Farrah Fawcett or a blacklight psychedelic image of Jimi Hendrix on their wall (all won with an admirable display of skill and a considerable amount of money at the Ravalli County Fair). So, I decided to go to my old friend Google to see what today's Pop Culture looks like.



"Current pop culture in early 2026 is defined by high-stakes celebrity drama, a trend toward chaotic viral moments, and a backlash against AI, favoring "imperfection". Key trends include the cultural dominance of

Olivia Rodrigo and Beyoncé's Cowboy Carter, the "dark academia" aesthetics of the Ripley series, and a resurgence of sharp, tailored fashion, notably from the 2025 Met Gala."

While I have vaguely heard of Beyoncé, the rest of it is pretty much gobbledygook to me. I guess my folks would have thought the same thing about my icons which just goes to show you that they were right—Pop Culture always changes, and none of us ever really keeps up. But at least now, thanks to Google, I can get a clear understanding of who in the heck Olivia Rodrigo is...

Photos accompanying story on page 18

The 2026 Montana Aviation Conference



Brenna Youmans received a scholarship at the conference.



Grayson Sperry put his Game Bird aerobatic airplane in the static display at the conference.

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@everyreasontofail.com



New Book Release: The Southern Border Squadron

By Eric Ristau, from EAA newsletter Propwash, 3/30/26

It's finally done. After three years of research, and more rewrites than I care to count, my first novel, *The Southern Border Squadron* will be published on March 31st on Amazon.

What's the book about? Imagine a handful of retired combat pilots — the kind of guys you'd find hanging around a chapter pancake breakfast on a Saturday morning — who get fed up watching cartel drones crossing the southern Arizona border loaded with fentanyl. These guys work at an aviation museum full of airworthy vintage fighters. What ensues is aerial combat with a modern twist: old pilots in WW 1 and WW 2 fighters against a cartel with drones and modern aircraft.

I wanted to write something about what's actually happening at the southern border, and this led to extended conversations with drone technology professors, and with officials at the Department of Homeland Security, Border Protection, and the FBI. Chapter members Ryan Torkelson and Steve and Sherry Rossiter also provided invaluable feedback and support.

Special Bonus: 50% of the proceeds from every print copy sold between now and the end of 2026 will be donated directly to EAA chapter 517.

So if you enjoy it, please spread the word, and an Amazon review goes a long way toward helping others find it.

MSO GA News thanks **Kendon Campbell, Blackfoot Aviation; Rhett Baerlocher, Lake Missoula Flight Club; Matt Bendza, MSO ATC Manager; Kevin Condit, Neptune Marketing Manager; Tim Damrow, Missoula Montana Airport Deputy Director; Cal Geyman, EAA Secretary; Pete Graf, MSO CFII and FAASTeam representative; Ralph Johns, MSO pilot and aircraft builder; Jesse Johnson, MSO Federal Compliance Manager; Kurt Kleiner, CFI and FAASTeam representative; Ed Lovrien, EAA President; Dan Neuman, MSO Business Development Manager; Shaun Shea, Morrison-Maierle Engineers; Jeff Vercoe, FAASTeam Program Manager; James Wasem, Lake Missoula Flight Club** 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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Newsletter layout: Judy Matson

MISSOULA AVIATION WEB SITES

Blackfoot Aviation: <https://www.blackfootaviation.net/>

Aerotrronics: <http://www.aerotrronics.com/>

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

Heli-1: <https://heli-1.com/>

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

Lake Missoula Flight Club: <https://www.missoulaflightclub.com/>

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

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

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

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

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. Former 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.

