MSO GA NEWS

Fall 2026



The MSO terminal has kept pace with great change over time. *Read more.*



Nearly 60 girls between the ages of 8 and 17 attended Neptune Aviation's first Girls in Aviation Day on September 19 to learn about the career opportunities in aviation and aerial firefighting. *Read more*



The first edition of MSO GA News, fall 2005, featured a note from the new Airport Director, Cris Jensen. *Read more.*



There is a standard, approved protocol for general aviation departures at a controlled airport. *Read more.*



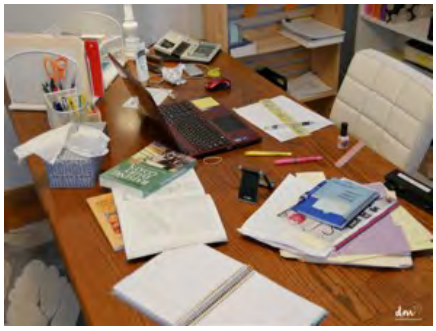
Lake Missoula Flight Club is the 300th. *Read more*



Kaye Ebelt's Flying and Fishing Camp. *Read more.*



Missoula Pilot joins the huge aviation crowd at AirVenture in Oshkosh. Read more.



Typical boomer desktop? *Read more.*



From service building to parking lot. *Read more.*



The 2027 Montana Aviation Conference will be held in Missoula February 25 – 27, 2027. *Read more.*

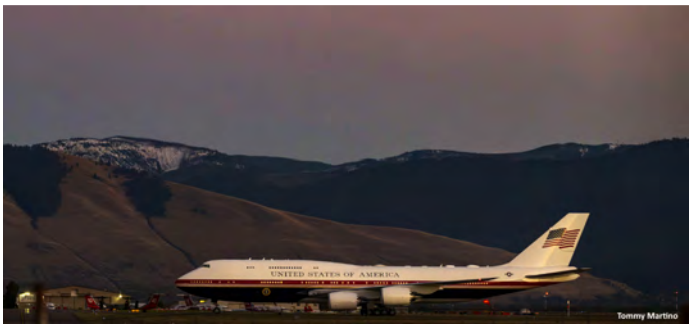



MSO terminal today.

During the years of service to the Missoula area's commercial airline passengers the Missoula Montana Airport Terminal has gone from the simplest of structures to one of the most strikingly attractive and functional buildings found anywhere. Its designers, A&E + SMA Design received the Honor Award given at a recent meeting in Helena of the American Institute of Architects. The award recognizes outstanding design excellence, sustainability, equity, and innovation. The honorees credited their partners, Martel Construction and Morrison-Maierle Engineers, for the effective teamwork that made the new terminal project such a remarkable success.


Osprey aircraft on Northstar ramp August 30, 2026

MSO has had some unusual visitors lately. Two Osprey aircraft were parked on the Northstar Ramp. The Osprey rotors tilt up for vertical takeoff then in midair tilt forward for high-speed, long-range cruise. They were a fascinating sight for small plane pilots taxiing past.


Air Force One departs MSO October 14, 2026

On October 14, Missoula aviators were alerted to this VIP temporary flight restriction: **At MSO, an Inner Ring: 10 nautical mile (NMR)** radius from the surface up to 18,000 feet MSL: Flight departures and arrivals are prohibited within this area except for those that have been approved. From October 14, 2026 at 1900 MDT To October 14, 2026 at 2200 MDT.

What the heck!? What bigwig is coming to Missoula?! The President was scheduled to appear in Kalispell, but not here! Turns out that Air Force One, the 747-8 luxury airliner that was gifted to the U.S. by Qatar in 2025 and entered presidential service in July 2026, landed with no VIP aboard prior to the Kalispell event. It parked on the ramp, then after the rally in Kalispell the President was flown from there to Missoula where he transferred planes. It's not known why Air Force One didn't land at Kalispell; perhaps there was some runway work underway, or there was inadequate room to park the plane on the ramp there. Meanwhile, MSO's Public Safety office was tasked with planning and manning a demanding security arrangement. To its credit, all went well with the 10-minute or so transfer of the President from one plane to the other.

**Thanks to MSO Deputy Director Tim Damrow for background information.*


World Class BBQ Chefs Brian Ellestad, MSO Director, and Tim Damrow, MSO Deputy Director, shared their exceptionally tasty burgers & dogs with appreciative attendees at the annual "GA BBQ," September 20th at the EAA Hangar.

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Encouraging Words

From Cris Jensen, Director, Missoula International Airport

Reprinted from the inaugural edition of MSO GA News, fall 2005

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

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

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

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

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

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

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

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



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

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Museum of Mountain Flying & Fishing Camp - "A RIVETing Experience!"

Kaye Ebelt, Museum of Mountain Flying Youth Program Coordinator

What an unforgettable week of aviation, engineering, fishing, and friendship! The Museum of Mountain Flying & Fishing Camp brought together 18 young explorers for five days of hands-on learning, teamwork, and adventure.

Day One: Discovering Aviation & Montana's Waters

Campers began the week with a scavenger hunt throughout the Museum of Mountain Flying, searching for historic aircraft, famous pilots, smokejumper equipment, and exploring inside the legendary DC-3 *Miss Montana*. Laurie Lane shared her expertise about native fish, connecting campers to Montana's incredible rivers and ecosystems. The day ended with creativity as students painted wooden rainbow trout and created watercolor river scenes.

Day Two: Fly Tying, Flight, and Creativity



Willey Kelly (Jr Counselor) demonstrated how to cast fly rods.

Students stepped into the world of fly fishing by learning to tie their own flies and led by our junior counselor, Wiley Kelley. Using feathers, thread, yarn, and other materials students created purple salmon flies and "mop flies," then assembled fly rods and practiced casting. Aviation skills took flight as campers engineered DC-3 airplanes, tested their designs, and explored the science of flight. The day finished with delicious fish-shaped cookies baked by Mel Burreson and Allie Smith.

Day Three: A Day on the Blackfoot River

Camp moved outdoors for an amazing day of fly fishing on the beautiful Blackfoot River. Campers assembled their rods, attached indicators, added their handmade flies, and put their skills to the test. Some practiced casting, while others celebrated the excitement of catching rainbow trout. Most importantly, everyone experienced the joy of being outdoors, unplugged, and creating memories along the river. Thanks to Leigh Kelley for inviting our camp to the beautiful Paws Up to fish along the Blackfoot River.

Day Four: Building Aviation Skills

The focus shifted to aircraft construction. Thanks to the Missoula EAA Chapter 517, Cal Geyman and Ralph Johns introduced campers to metal aircraft building techniques. Students used rivets and clecos to build airplane projects, cell phone holders, and name tags while earning their "Rivet & Cleco Certification." Lt Col Graf from the Civil Air Patrol demonstrated a preflight aircraft inspection, shared aviation knowledge, and provided a static aircraft display. Museum volunteers Guyle Guderian and Jim Noon helped students at the riveting stations, encouraging the next generation of builders and aviators.

Day Five: Taking Flight with EAA Young Eagles

The week concluded with the highlight every camper was waiting for — flying! Through the EAA Young Eagles program, students climbed into aircraft flight decks, put on headsets, and experienced the thrill of flying over Montana. After spending the week learning about aircraft, building structures, and understanding aviation, they finally got to see the world from a pilot's perspective.

A heartfelt thank you goes to all of our EAA volunteers Ray Aten, Ralph Johns, pilots Bryan Douglass, Cal Geyman, parents, and supporters who made this camp possible. Your time, talent, and passion helped create an experience these students will remember for years to come.

From **rivets and clecos to trout and tailwinds**, the Museum of Mountain Flying & Fishing Camp inspired curiosity, confidence, and a lifelong love of aviation and the outdoors. Until next year… keep exploring, keep building, and keep flying!

See more camp photos on page 5.

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Flying and Fishing Camp photos





Museum volunteer Jim Noon showed how to use squish rivet device to make airplane keychains.

EAA Young Eagle Pilot Cal Geyman took time away from airplane construction stations to take students flying!





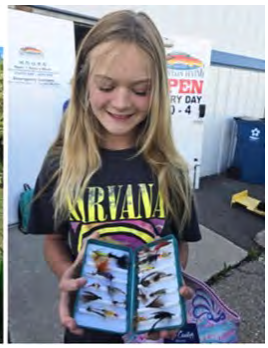




EAA Young Eagle Pilot Bryan Douglass gave our female aviatrix not one but TWO flights! These same girls took an airplane model kit home and had it done the next day.

Campers' newly created flies were tested out on the Blackfoot River.





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Inspiring Girls to Take Flight in Aviation

By Nichole Heidrick, Brand Manager, Neptune Aviation

The aviation industry is facing a workforce shortage as experienced pilots, mechanics, and other skilled professionals retire, taking decades of expertise and knowledge with them. A recent report from Boeing projects that the industry will need 674,000 new pilots by 2045 to replace those leaving the workforce and to support the growing global fleet. Meanwhile, consulting firm Oliver Wyman projects that by 2028 there could be 30,000 more job openings for aviation mechanics than skilled laborers to fill the roles.

Meeting this expected demand will take more than recruiting. It requires a more proactive approach to introduce young people to the career opportunities that are available. Neptune Aviation has joined a national effort to do that, hosting its first Girls in Aviation Day.

Nearly 60 girls between the ages of 8 and 17 from across Western Montana visited Neptune on September 19 to participate in Girls in Aviation Day. Throughout the day, attendees met aviation professionals and took part in hands-on activities. They also attended a panel presentation featuring women aviation professionals who shared their personal experiences and talked about the opportunities in aerial firefighting, aircraft maintenance, flight operations, and airport management. Attendees also toured static aircraft displays featuring Neptune's Air Attack aircraft, a King Air aircraft, and Miss Montana – a 1944 Douglas C-47 that is part of the Museum of Mountain Flying located in Missoula.

"When I entered the aviation industry, I didn't take the traditional path. After earning a liberal arts degree, I started working in quality assurance at Boeing, then moved to the accounting desk here at Neptune before working my way up through the organization," said Jennifer Draughon, President of Neptune Aviation Services. "I know firsthand what it feels like to navigate a heavily male-dominated industry. Our goal for Girls in Aviation Day is to break down the misconception that you must fit a certain mold to succeed in this industry, and to show these young women that there is a place for their unique talents, curiosity, and leadership right here in aviation."

While more women are starting to pursue careers in aviation, they are still largely underrepresented according to industry data. Women in Aviation International, which organizes the National Girls in Aviation Day program, reports that at the end of 2024 women accounted for just:

- 10.8% of U.S. pilots
- 2.9% of certified aviation mechanics
- 5.5% of airline transport pilots

These numbers highlight the opportunity to introduce more young women to careers they may not have previously considered, or thought were out of reach.

"If there was one girl who left the event thinking, 'I can be a pilot,' or a mechanic, or an airport manager, or any other aviation professional, then this event would be successful," said Jennifer Cles, Vice President of Finance.



Girls in Aviation Day attendees toured various aircraft during their visit, including Neptune's Air Attack aircraft, King Air aircraft, and Miss Montana – a 1944 Douglas C-47.



Participants enjoyed hands-on activities including a plane pull and paper airplane contest with the winner receiving a voucher for a scenic flight over Missoula, courtesy of Northstar Jet Flight School.

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Lake Missoula Flight Club recognized by AOPA

By Katrina Shull

Reprinted with permission from the author and AOPA*

Nestled in the Rocky Mountains at 3,400 feet above sea level, Lake Missoula Flight Club (LMFC) was recognized as the 300th flying club supported through AOPA's Flying Clubs initiative.

Based at Missoula Montana Airport in Missoula, Montana, LMFC officially opened to members in August 2025. The club takes its name from Glacial Lake Missoula, which formed about 12,000 years ago and covered the valleys of western Montana with nearly 2,000 feet of water.

AOPA acting Co-President Katie Pribyl and members of AOPA's media and flying clubs teams attended the celebration. Pribyl was able to talk to many members of the club and addressed the group with excitement.

"We're here to celebrate ... our 300th flying club that AOPA has helped get off the ground," Pribyl said. "It's a group of people who have put together their time, and their money, and their friendships to keep flying, and that's something really special.

"It is not easy to start a flying club. You got bylaws, you got to pick an airplane, insurance, you have to pick a dues structure, and then everybody has to agree to it," Pribyl said. "This club got it done, and we just want to celebrate that."

Joe Featherly, one of LMFC's co-founders, owns two Cessna 150Ds nicknamed "Dimples" and "Sunshine," which are very popular with club members and on the ramp. Featherly said he had an idea of a club several years ago, but not all the pieces to put it together. After buying a hangar at the airport in 2018, he said he couldn't understand why Missoula didn't have an established flying club. "It is a big deal to be recognized as the 300th flight club in the country," Featherly said.

"Owning your own airplane is super expensive and so when you can share those expenses and you only have to pay a fraction of what it costs to own an airplane, and you get access to them, there's really no better benefit than that," Pribyl said. "Flying club members help keep each other safe and accountable.. .which is really what AOPA is about."

James Wasem, one of LMFC's founding members, said he met Featherly in 2025 and learned about his vision for a flying club. They began talking and had a Cessna 150D available to get the club started. Drawing on Wasem's background in project management and start-ups, along with Featherly's airplane, they met with certificated flight instructors and formed the club.

The group registered as a nonprofit 501(c)(7) social club in 2025 and completed its AOPA club registration in 2026. Wasem said AOPA's involvement helped the founders navigate the legal considerations involved in establishing a club that would help people keep flying.

"One of the biggest challenges for me coming out of learning to fly was plugging into a community of peers and flying with them," Wasem said, "It is one thing to go to meetings, it is another to actually get in the airplane and do something."

The importance of a flying club in Missoula is not lost on local pilots. Several people at the event said there had been discussions about forming a club for more than five years, but no effort had come together until now.

"Part of Joe's vision, and I am very much on board with that, is establishing a great GA community and ecosystem here that really prides itself with GA aircraft and is outside the realms of flight school and keeps people flying for decades in the future," said Wasem.

Emma Fuchs, a club member, said a flying club in Missoula makes flying more affordable and helps pilots regain currency. She is excited to explore the area from the air while working toward the ratings she needs to fly professionally.

LMFC's fleet includes two Cessna 150s and three additional aircraft added in October 2026: a 1978 Grumman AA-1C Lynx, a vintage 1954 Piper Tri-Pacer with a 135-horsepower engine, and a 1959 Cessna 182B intended for more experienced pilots seeking a high-performance aircraft.

One of the club's younger members, Gus Turner, said his grandfather was a smokejumper who spoke highly of the flying clubs that had operated in the area in the past. Those stories helped inspire Turner to get involved in establishing LMFC.

"Having a community presence in a flight club is very important. One of the questions we put on the

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application to join is ‘Why do you want to join?’ and most people answer with ‘to be part of a flight community’ which is great.”

“We are trying to plan for something ten-fifteen years in the future so that people will still have this community. What you plan for the future is the important part,” said Turner.

A club’s diversity brings new ideas and perspectives. LMFC’s 30 members range in age from 22 to 75 years old and include both men and women. PJ Mesa, an LMFC member, said diversity is an important part of the club. “I think it is super important to have younger people and women in aviation. I think it is not empowering to show up to a space and have nobody that looks like you or has your experience. I think you can learn way more when there is not that barrier and there are people that have something in common with you.”

“I am blown away by the diversity in this hangar," said Pribyl. “As a woman pilot it is so exciting to see all these women here and all these young people here. We need that in general aviation and you are providing that and providing a space for these folks. … AOPA is proud to be just a part of this.”

Original article published by AOPA: https://www.aopa.org/news-and-media/all-news/2026/october/14/it-is-a-big-deal#



AOPA acting Co-President Katie Pribyl connects with members of the Lake Missoula Flying Club ahead of the event, sharing conversation with fellow aviation enthusiasts. Photo by Katrina Shull.

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 visit with pilots about weather and can often clarify uncertainties in a forecast.

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Flying to AirVenture Oshkosh

James (Cal) Geyman, MSO private pilot

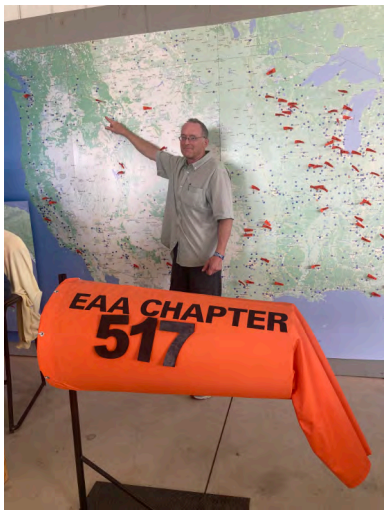
Flying my homebuilt Vans RV-9A to EAA AirVenture Oshkosh this year was a great cross-country experience. I started early, taking off at 6:00 a.m. while it was still dark out. Thanks to a light tailwind, the outbound leg was completely uneventful and took about 8 hours total. From a safety standpoint, I highly recommend flying to AirVenture only if you have ADS-B In and Out. The traffic becomes heavily congested as you get within 100 miles of the airport, making situational awareness absolutely critical. Furthermore, this year heavy smoke from Canadian wildfires actually shut down the airport for most of Sunday, which increased the congestion from arriving traffic quite a bit once things reopened.

Once I arrived, I spent three days at Homebuilt Camping, which is an excellent setup if you fly an experimental aircraft. There were tons of people there, and the area has great amenities, including free showers, community grills, and charging stations for your devices. It made for a very convenient and social stay surrounded by fellow builders.

The trip back was much more challenging. I ran into a line of thunderstorms that I had to evade, combined with a continuous 20-to-30 knot headwind that really slowed my groundspeed. Because of the weather, wind, and smoke the flight back was a 2-day trip. I overnighted at Sheridan, WY before finishing the flight home the next day. Despite the heavy headwinds on the way back, it was a safe and successful trip.



Cal's camp at Oskosh!



The Blue Barn at AirVenture highlights the chapters represented at the fly-in. Cal showed off our local Chapter 517.



The B-17 restoration was immaculate. It's rugged resiliency during more than 290,000 WWII combat sorties became legendary. Military historians documented the combat loss of 4,735 B-17s and their 10-man crews, a sobering reminder of the tragic lethality of war.



This C-130 Hercules is modified to fly at Greenland and Antarctica and has landing skids/ sleds as well as ballistic jet thrust boosters attached to the rear airframe to get started on frozen ice. It was huge and impressive.

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Minuteman Aviation: Construction and Fire Season Update

Jillian Mamuzich

Construction is underway on Minuteman's new maintenance hangar and facility, with completion estimated for late spring 2027. After 37 years in our current location, we are preparing for a new chapter as our current site will become part of the airport's parking expansion. We look forward to sharing updates as the build progresses.

While fire activity in Montana was relatively mild this season, our helicopters and crews stayed busy supporting firefighting efforts in other states. Everyone is now back home after a busy summer, and we're grateful for our team's hard work and dedication throughout the season.



Progress as of October 27th with the new maintenance hangar, immediately to the east of the Minuteman FBO.

Departure turnouts at MSO

Gary Matson, Private Pilot

During a recent Runway 30 departure in my Cessna 150 I heard a second aircraft being cleared for departure on the same runway. I decided to turn out early, thinking it would be good to clear the area for the second aircraft. I got a polite but well-deserved reminder from ATC that the correct departure procedure is to not turn out until after the end of the runway and within 300 feet of the pattern altitude (which is 4200 for MSO). By turning out early without a clearance I inadvertently created a safety risk for the second departing aircraft, a helicopter.

MSO Air Traffic Manager Matt Bendza contributes the following note: "We will always accommodate early turnouts when requested if we are able to. Pilots frequently confuse "left/right turnout approved" with "left/right turnout your discretion" or "early turnout approved". The phrase "left/right turnout approved" is to note that after passing departure end and within 300ft of pattern altitude that no additional coordination is needed to proceed on course. The phrase "left/right turnout your discretion" is used when we do not have a preference on when you initiate your turn or which direction you turn."

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.

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From Dan's Desk

Dan Neuman, MSO Business Development Manager and humorist/philosopher

It is appropriate that this column is called "From Dan's Desk" because the topic of this literary diatribe is actually my desk. Well, to be fair, my desks (plural) because who has just one desk these days. As I look around my office, I have no less than 3 physical desktops and 2 computer desktops. But I digress… It all started last week when I was showing someone from a much younger generation something in my office. They took one look at my main desktop and said; "Hmm… typical boomer desktop". Instead of taking issue with that statement and issuing some stern old-timer like statement about respecting your elders, I decided to investigate to see if this was a thing or if I was the cruel recipient of stereotypical slander.

Here is what I found: Baby boomers are generally less likely to have clean or organized physical office desks compared to younger generations like millennials, according to workplace habit data. In fact, only 24% of baby boomers clean their desks daily, compared to 47% of millennials. About 20% of surveyed baby boomers admitted they had never sanitized their desk, compared to just 4% of millennials. So, not only are we more cluttery we also have more grime on our desks.

I blame my mother. I mean she always encouraged us kids to go play in the dirt on a regular basis, and to save every piece of string and random buttons "just in case you need them". So, it just seems natural that these habits would follow me into the workplace and reflect themselves in the condition of my desk. So, I embrace the messiness because in the immortal words of Michio Kaku "*It's pointless to have a nice clean desk, because it means you're not doing anything*".



Montana Aviation Conference

Last held February 2025 in Missoula, the conference will again be in Missoula, at the Hilton Garden Inn February 25 – February 27, 2027. It offers excellent opportunities to enjoy conversations with Montana aviators, renew friendships and acquaintances, and catch up with news and developments in general aviation.

The MDT Aeronautics website Montana Aviation Conference | Montana Department of Transportation (MDT) notes: The annual Montana Aviation Conference brings together all of Montana's aviation organizations and the flying public for three days of speakers, seminars, workshops, business meetings, and social events. It is an opportunity for those from all facets of the aviation community to come together to learn from each other and to discuss issues of mutual concern. The Montana Aviation Conference has around 500 participants each year and is hosted by the Aviation Organizations of Montana (AOM). The AOM is organized in the state of Montana to promote all facets of aviation in the state, as well as act as the steering committee for the annual Montana Aviation Conference. Register here for the conference.

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.

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MSO GA News thanks **Matt Bendza, MSO ATC Manager; Kevin Condit, Neptune Marketing Manager; Tim Damrow, Missoula Montana Airport Deputy Director; Kaye Ebelt, Museum of Mountain Flying Youth Program Coordinator; Cal Geyman, EAA Secretary; Nichole Heidrick, Brand Manager, Neptune Aviation; Jillian Mamuzich, Minuteman Aviation; Dan Neuman, MSO Business Development Manager; Katrina Shull, journalist** *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).

MSO GA NEWS is published in Missoula Montana by Missoula International Airport.

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MISSOULA AVIATION WEB SITES

Aerotronics: **http://www.aerotronics.com/**
Blackfoot Aviation: **https://www.blackfootaviation.net**
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**
Northstar Jet: **https://neptuneaviation.com/fixed-based-operations/**

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.