The good, old days of walking up to your local air taxi operator, asking to be flown across the state, and jumping into the back seat with your luggage, was one that seems to be moving into history. Not because of increased demand, but because of restrictions on the air traffic control system managed by the contr-}


troller strike.

It seems there were some problems in the North Dakota airways after the strike, but that wasn't the case everywhere. General aviation pilots were being squeezed out of the system, according to the Federal Aviation Administration (FAA). To help solve the problems of some congested control centers, the general aviation reservation system (GAR) was implemented on Oct. 19.

While GAR is quickly becoming another of the numerous abbreviations in the world of aviation, it probably isn't one of the most popular in the state. As originally sent down, GAR applied to all general aviation aircraft except emergency "flights and air taxi commuter flights with assigned two- or three-letter designators."

Each of the four flight service stations in the state was allowed one IFP flight per hour. This flight slot had to be reserved between 16 hours and one hour before departure. This affected flights between 6 a.m. and 6 p.m. Some local variances were available, such as flights between Grand Forks and Fargo, which could be handled with approval control coverage.

In the western part of the state, covered by the Salt Lake City center, no reservations were needed during the first week of the new system, according to Harold Varva, director of the N.D. Aeronautics Commission. But this lead to some of the complaints heard about the system.

Varva explained an oil company needed a drill bit flown from Wyoming to the Williston Basin and requested this service from a Bismarck air taxi operator. There were no slots open in the system, so the operator missed this job. However, a three-letter designated air taxi operator out of Wyoming brought in the drill bit because this operation was exempt from the system during the first week of GAR.

When the system went into effect, the first day of operations was a miserable day. Varva summed up the first week of GAR operations by calling it "pretty disastrous."

Since the system wasn't cast in concrete, there have been several modifications. Reservations are now needed between 6 a.m. and 6 p.m. and two slots open each hour. This now applies to flights controlled by Salt Lake City, as well as the Minneapolis center. Reservations can now be made from 24 hours to 30 minutes in advance.

High performance corporate jets have been exempted from the system if they fly above 25,000 feet, which cleared a lot of slots for general aviation, Varva said. But, the weather has been exceptionally good since GAR was put into effect, and the system has yet to be really tested.

Airlines in the state haven't been affected by the controllers' strike, but have had to file flight schedules through the FAA. This was to insure 90 percent of the commercial flights had been cut back. Most of the cuts were made between larger centers, where there were multiple flights, Varva said.

GAR has been costly to Jack Daniels of Servair Accessories, Inc. at Williston. He estimated that first day of bad weather cost $4,000 in gross revenue to his air taxi service. About 32 to 36 percent of his business is walk on up or demand. There is no pre-planning with this on demand service, so it is difficult to make reservations for slots in the system.

GAR has definitely been bothering Daniels and his operation but he also feels bad weather will make it that much worse. Daniels returned recently from meeting with the FAA in New Orleans about the problems facing the air taxi industry, and heard they are trying to work something out for this segment of the industry. However, the biggest problem with GAR to Daniels has been abuse of the system, and a method for plugging on demand service into the system could bring about more abuse. This had made the FAA move very cautiously.

Air taxi and corporate pilots have been the most impacted by the GAR system, Daniels believes. But, the corporate pilots have had some relief with the 25,000 foot exemption and there is the possibility of some preplanning of corporate aircraft use.

In economic terms, the air taxi operators are receiving the biggest economic impact, Daniels said. While the system has only so many slots, he said, "We are hoping the hat can take more slots after it is better organized. Then, it might open up room for the on demand service."

Varva reminded pilots the FAA will continue to evaluate the GAR and make changes as the system is tested.

AOPA asks for review of GAR restrictions

"The ATC system is in an obvious mess," said AOPA President John L. Baker, who has asked Congress to investigate the FAA's allocation of the nation's airspace since the air traffic controller walkout.

Baker, who sent the request to the Public Works and Transportation Committee of the House of Representatives, said, "All users and localities must be assured of equal access and comfortable with the capacity of the system."

The AOPA call for a hearing was prompted by the inability of the FAA's General Aviation Reservations (GAR) system to solve the problem of utilizing present IFP system capacity in a way that is fair to all users.

Baker said excessive ATC system restrictions have a serious economic impact on the association's members and on the thousands of communities that depend on general aviation for transportation, goods and services.

The GAR program has been ineffectual since it was prematurely implemented last month before pilots and controllers had been fully informed on procedures. Further, additional burdens were placed on flight service stations at the same time they were being cut back in personnel and equipment.

Recent changes in the GAR are nothing more than a Band-Aid approach, said Baker, who pointed out that general aviation is suffering because the government is trying to solve a unique problem in a few specific locations by imposing an unworkable system everywhere. Baker emphasized, however, that the association was not advocating the rehiring of fired air traffic controllers.

FAA reports on GAR

By November 2, FAA, Washington, D.C. said the number of general aviation and on-demand air taxi flights accounted for 38 percent of aircraft flying in the ATC system, down from 41%, level reached after the PATCO strike. In early November the length of delays of 30 minutes or more dropped to 44 nationwide per day from as high as 71%, FAA said.

FAA reported that the percentage of airborne time using the system is 49%. The percentage of military flights has been a constant at 17%.

Beginning December 1, the FAA latest round of heavy flight reductions on the nation's 26 busiest airports goes into effect. The FAA said it wants to cut airline flights from their current 83 to 84 percent of their operating level before the strike to about 77 to 78 percent of pre-strike levels.
Living with winter flying woes

Poor weather conditions, fast-moving fronts, strong gusty winds and other winter conditions. Winter is here again. And in many parts of the country, operating in the winter environment requires special operating procedures.

Winter flying is not particularly hazard- ous. It's just that the pilot must use a little extra caution and exercise good judgment in analyzing weather condi-
tions.

Let's start with the aircraft. Install wintertime kits, baffles, winter fronts and oil cooler covers if they're recom-
ended and approved by the aircraft manufacturer. Make certain, too, that the oil breather is free of ice, and check all hose lines, flexible tubing and seals for possible deterioration or loss of in-
sulation.

Many aircraft are equipped with cabin heater strudors that enclose the muffler or portions of the exhaust system. A thorough inspection should be made of the heater strudor in guard against deadly carbon monoxide gases from entering the cabin.

Make sure you use the proper viscosity oil and grease for the temperature range in which you'll be operating the aircraft. And remember to keep wet cell batteries fully charged to prevent loss of power caused by cold temperatures and the possibility of freezing.

Inspect wheel wells and wheel pants carefully. During thawing conditions, mud can be blown into the wheel wells during taxing and takeoff. If it then freezes during flight, the mud and slush could create landing gear problems. You may want to consider removing the wheel pants from fixed- gear aircraft over the winter months to prevent the possibility of frozen substances locking the wheels or brake shoes.

Even though the urge to hurry the preflight is natural in cold temperatures, it is the very time to run the most thorough preflight inspection.

Be especially alert for fuel contamin-
ation. Always park the aircraft over-
night with an empty tank. If your air-
craft is warm when parked with half-
empty tanks, cold temperatures will cause contamination in the tanks.

In temperatures of 20 degrees Fahrenheit and cooler, consider preheating the aircraft before attempt-
ing to start the engine. A failed start may succeed only in song over the spark plugs and then you've really got problems.

Use only approved preheaters and pro-
cedures. Do not pour heating soot into it will blow hot air directly onto combusti-
ble parts, such as upholstery, canvas instrument covers, flexible oil, fuel and hydraulic lines, or oil dipsticks, which sometimes contain plastic parts. Keep a fully charged fire extinguisher handy.

If you use conventional starting pro-
cedures, carefully pull the prop through by hand in broken-cased oil and spread it around the engine. Don't over-
prime, since that would wash down cylinder walls and may result in scor-
ing of the walls. Aircraft fires also have been started by oil-priming a frozen hangar.

All - repeat, all - frost, ice and snow must be removed from all airfoil and control surfaces. Remove them also from static pipes, pilot tubes and anten-
s. Glycol or one of several other ice removal compounds may be used, or snow and ice can be mowed off in a

It is melted off, be sure the water doesn't run into control surface hinges, where it later could refreeze. Ice can embalm a control surface and cause flutter. Accident investigators have found that aircraft have been brought down with as little as one-
eighth-inch of ice adhering to the ailerons, elevators or rudders.

If your aircraft is parked in an area of blowing snow, all openings should be free of snow and ice before flight. Open-
ings include pilot tubes, wheel wells, heater and carburetor intakes, full vents and the like.

So be especially careful during taxi opera-
tions, since snow and ice-covered taxi-
ways can be treacherous. Taxi at a low speed and go easy on the brakes, or stay off them all together. If the brakes start to tend to wander, turn it into the wind and use power to stop.

For takeoff, cold weather operating procedures as outlined in the pilot's operating handbook should be followed.

En route, pilots should remember that winter weather is often very changeable. Check the weather carefull

ly before and during your flight, being sure to ask about icing conditions and winter-generated NOTAMs that may affect your flight, such as runway clos-

ings at your destination airport.

Don't try to tackle more weather than you - and your airplane - can handle. Be particularly wary of carburetor ice, which generally forms in temperatures between 32 and 38 degrees Fahrenheit when the relative humidity is 60% or more. If visible moisture is present, icer carburetor ice will form at temperatures between 15 and 32 degrees F.

Partial throttle cruise or idling is the most critical time for carburetor ice. Warning signs are loss of RPM (fixed-pitch propellers), drop in manifold pressure and constant speed or rough running.

Landing surfaces can be especially

Winter flying tips

(F.A.A. Accident Prevention Bulletin)
Baffling and winter covers - Baffles are recommended by some manufacturers to be used in augmenter tubes. Winter fronts and oil cooler covers are also ad-
ded to some engine installations when an approval is required for installation of these unless the aircraft manufacturer has provided for their approval. When baffles are installed on an aircraft, the cylinder head temperature gauge is recommended, particularly if wide temperature differences are encoun-
tered.

Engine Oil - The oil is extremely impor-
tant in low temperatures. Check your aircraft manual for proper weight oil to be used in low temperature ranges.

Oil Breather - The crankcase breather deserves special consideration in winter weather preparation. There have been a number of engine failures attributed to a frozen breather line which causes pressure to build up in the crankcase, sometimes blowing the oil filler cap or rupturing a seal and pumping the oil supply over the side. The water which causes this freezing is a natural by-
product of the combustion of fuel and air. Most of the water of combustion goes out the exhaust; however, some enters the crankcase in vapor form. When the vapor cools, it condenses in the breather line subsequently freezing it closed. Special care is recommended during the preflight to ensure that the breather system is free of ice. If a modification of the system is necessary, be certain that it is an ap-
proved change so as to eliminate a possible fire hazard.

Hose Clamps, Hoses, Hydraulic Fit-
tings and Seals - An important phase of cold weather preparation is to inspect all hose lines, flexible tubing, and seals for deterioration. After replacing all doubtful components, be certain that all clamps and fittings are properly tur-

qued to the manufacturer's specifica-
tions for cold weather.

Cabin Heater - Many aircraft are equip-
pod with cabin heater strudors which enclose the muffler or portions of the exhaust system. It is imperative that a thorough inspection of the heater system be made to eliminate the possibility of carbon monoxide entering the cockpit or cabin area. Each year, accident investigations have revealed that carbon monoxide has been a pro-

bable cause in accidents that have oc-

curred in cold weather operations.

Control Cables - Because of contraction and expansion caused by temperature changes control cables should be pro-

perly adjusted to compensate for the temperature changes encountered.

Oil Pressure Controlled Propellers - Propeller control difficulties can be en-
countered during cold weather. The in-
stallation of a recirculating oil system for the propeller and feathering system has proven beneficial in overcoming cold climates. Caution should be taken intentionally feathering prop-
ellers for training purposes to ensure that the oil in the system becomes congealed.

Care of Batteries - Wet cell batteries re-
quire some special consideration dur-
ing cold weather. It is recommended that they be kept fully charged or re-
charged. If frozen during flight, this mud and slush could create landing gear problems. The practice of recyc-
ing the gear after a takeoff in this condi-
tion should be used as an emergency procedure only. The safest method is to avoid these conditions with retractable gear aircraft.

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Denver FAA honors UND’s Hammond

By Tina Evans

George Hammond would not tell you he was selected Rocky Mountain Region 1981 Flight Instructor of the Year by the Federal Aviation Administration unless you asked him.

Hammond, director of flight operations for the University of North Dakota aviation department, would rather talk about his department and his students than about himself.

With a soft Oklahoma drawl, he talked about the department that had 150 students and 15 airplanes when he joined it in 1974 — now has 400 students and 60 airplanes, he said.

As director of flight operations, Hammond supervises the flight department, which includes the flying school, air transportation for the university, and the monitoring of research pilots. He supervises about 150 people. He also teaches ground school and flight instruction to three students.

“We operate the flight department seven days a week at the airport, so we have a tremendous supervisory challenge. It’s a pretty big department to operate,” he said.

He seems to thrive on that challenge. “It’s interesting and rewarding to see how the students turn out. It’s good to be able to see them progress and go on, and become flight instructors themselves,” he said.

“The emphasis here is unusual. These students have such initiative and pay attention to the program and following it. It’s unusual compared to flight instructing in other areas, where the students have other priorities. These students have goals and motivations to reach, and they are aggressive and serious about the program."

Reaching goals one by one is part of Hammond’s teaching philosophy: “I try to portray to them that it’s fun, but it’s not a profession to be taken lightly,” he said. Everything has been learned from the ground up. Rules and procedures must be carefully followed, and you master one phase before going on to the next. There is no room for shortcuts in the flying business — one must be right the first time.

He practices what he preaches. “You will see the students that, and you also demonstrate the professional approach in your daily contacts with them,” he said.

Hammond was in the Air Force for 34 years. He flew bombers in World War II and fighters and reconnaissance planes in Southeast Asia. He was transferred from Saigon to Grand Forks Air Force Base in 1972. When he retired from the Air Force in 1973, he attended UND for a year to finish his bachelor’s degree, then started at the UND aviation department in 1974.

He said he liked military flying. “It’s very sophisticated equipment and is very demanding. It was an entirely different kind of flying."

Though military flying was a different kind of challenge, he said, there is always a challenge in flying. “You have to strive for improvement. No one is perfect — so you always have a challenge.”

Hammond said he wanted to fly before he entered the Air Force, but didn’t start until he enlisted. Now he flies about 500 hours a year.

Hammond said he thinks part of the attraction of aviation as a career of study is that it truly is a business that “There’s more to aviation than just piloting. Two of our majors are in the School of Business."

Then he starts talking up the department — he attributes much of UND’s increase in aviation majors to the department’s success under chairman John Odegard. “We’ve become quite well known in aviation with manufacturers and in university circles and other general aviation business circles — in romance, financing, all those areas. We’re well known as a school that develops quality people — we turn out professionals,” he said.

Hammond and his wife Arline live in Grand Forks. They have one son, George the second, who is a lieutenant colonel in the Air Force, stationed in Spain. They have two daughters — Denise, who works in Colorado Springs, Colo., and Lori, who attends the University of Minnesota and works in Minneapolis.

Register now for Dickinson session Jan. 28-30

Plants for the annual NDAA meeting are now in the finalization stage. Speakers, seminars and business agenda will be announced in the next Relative Wind which will be in your mailbox two weeks before the convention.

The convention is Jan. 28-30, 1982 in Dickinson at the Ramada Inn.

The convention theme is “Forecasting The Economic Future for North Dakota” and that theme will focus particularly on how that future impacts aviation.

The second annual winners of the trio of NDAA Pioneer, Leadership and Distinguished Service Awards will be announced in the next issue of Relative Wind.

Those awards will be presented at the annual awards banquet, Thursday, Jan. 28.

The banquet speaker will be Larry Burton, president of the National Air Transportation Association.

The convention program will include a panel discussion with participants from the Federal Reserve Board, First Bank Corporation, Northwest Bank Corporation and Greater North Dakota Association.

REGISTRATION FORM FOR 1981 NDAA CONVENTION Jan. 28-30, Ramada Inn, Dickinson, N.D.

Complete and mail by January 11 to:
Fred Andersen, NDAA Treasurer
Aviation Services Inc., 2232 1st Ave. SW, Minot, ND 58701

Name:
Company name:
Address:

Number of complete registration packets wanted at $15.00 each:

Check enclosed: I will pay when I pick up at convention:

Bill my company and I will pay by Jan. 30:

Names of those I am ordering these packets for:

I also want to purchase the following extra tickets:

Thursday Breakfast at $15.00 each:

Thursday luncheon at $16.00 each:

Thursday banquet and dance at $12.00 each:

Friday luncheon at $16.00 each:

I will arrive by private plane on Jan., at approximately

I would appreciate a courtesy car picking up my party, yes no.

If you are arriving on a commercial flight and want transportation, state date and time here:

Date:
Time:

I or some of my party want to attend only portions of the convention and meals. Each will pay the registration fee of $15.00 and order individual tickets as below.

Number and names of those doing this:

We want these tickets. (List number and type of tickets)

December 1981. Relative Wind
Grand Forks ranks high

Grand Forks International Airport ranks fourth from the top in total aircraft operations of any airport in the Great Lakes Region of the Federal Aviation Administration.

The FAA Great Lakes Region includes the states of Illinois, Indiana, Ohio, Michigan, Minnesota, Wisconsin and the recently added states of North and South Dakota.

In calendar year 1986, the FAA Control Tower at Grand Forks International Airport reported a total of 288,886 aircraft operations, which 305,306 were local flights, 16,602 were itinerant aircraft operations and 7,256 were air carrier operations. One landing or one take-off counts as an operation.

The Department of Aviation of the University of North Dakota’s flight training accounted for about 90 percent of the total aircraft operations.

We understand the business aircraft service needs.

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GREETINGS FOR CHRISTMAS, the Wise Men’s journey brought them at last to Bethlehem, . . . may the Star that guided their way bring the light of peace and love your year. Have a Joyous Christmas.

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Page 4 Relative Wind December 1981

News from around the N.D. airways

Grand Forks

The North Dakota Flying Farmers Association at their annual convention at Jamestown September 25, 26 and 27th, elected a slate of officers and officers for the new year.

Robin Day, Moffet was elected President and Arnold Widmer, Crete was elected Vice President of the Association. Harold G. Vavra, Bismarck and Mrs. Betty Day, Moffit were reelected secretary and treasurer respectively. Mrs. Betty Day was crown the North Dakota Flying Farmer queen.

Directors elected for two year terms of office include: Arlene Kraft, Mapleton, John Kirschman, Hettinger; Betty Banker, Mohall and Harold Rygg, Portland.

Beverly Grieve was named North Dakota Flying Farmer Woman of the year and Jack Banker, Mohall was selected NDFFA Man of the year.

Diane Grieve, Buffalo was named

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Two N.D. firms begin operations

RASMUSSEN AVIATION, INC. will be located at West St. Louis Field at the end of 38th St. West, Williston, North Dakota. The firm is organized from Kalispell, Montana and will offer 100 Octane Av gas and jet fuel sales to the public. He will offer student instruction, sales for Cessna single engine aircraft, service repair for all Cessna lines and will have a Cessna pilot training center.

DAKOTA-HELICOPTER AIR SERVICES, INC. will locate at Beulah Municipal Airport. Dakota-Helicopter will operate an air service which includes operating all types of aircraft for public or private hire. A new hangar was constructed on the airport along with office space inside.

Rent an Eagle

At this year’s NAAA convention, Eagle Airplane Company of Boise, Idaho, will announce the opening of five Rent-an-Eagle centers where Eagle agricultural aircraft will be available for short term rentals.

According to Rent-an-Eagle spokesman Greg Brown, "This program will give the operator assistance when he needs it most — when his season peaks or when his lead aircraft is down for repairs." The first agricultural aircraft rental program of its kind, Rent-an-Eagle is structured much like the Hertz Rent-a-Car system. A deposit plus a minimal amount of paperwork will get the qualified pilot into the plane. Rent is calculated on the number of hours the plane is in service. The rental program will be offered to the first 15 states with a traditionally short season the opportunity to rent an Eagle for the entire season.

Air-to-air frequency

The Hope for Men's Retreat Flights.

We have had reports that some pilots are still using 122.3 for air-to-air communications. This is disconcerting to a pilot who is flying into a non-Comstat airport and broadcasting his position on 122.3. This is not an air-tow-air frequency and should not be used for air-to-air communications.

The new air-to-air frequency is 122.75. Please spread the word!
Warren Walkinshaw  

From crop duster to aerial sprayer

By Karen McCrea

When crop duster Warren Walkinshaw was 21 and his operation in the '50s, his science was about to break a barrier. He'd been spreading dust by plane for a year or so when in 1947 he first saw an aerial sprayer. 

"I took a look and told a competitor of mine, "This can't be here to stay. We'll be dusting for years to come." 

The slight 59-year-old chuckles as he told how that same winter he set about modifying two Morris Stearmans, two WWII pilot trainers, adding tanks, booms and pumps to the bi-planes to ready them for spraying. 

"The funny thing is they worked," Walkinshaw noted with crusty satisfaction. "The planes indeed worked so well that nearly 33 years later, Walkinshaw says he wouldn't fly anything but a Stearman. His operation northwest of Argusville, which he calls typical of not only the older operations in the country, includes nine Stearmans. Through the years he's sold some 180 men, 3 to 5 and sometimes a few, flying them for him. Even though he made some modifications, including mounting a camera on a lens to kill them, he says it's still the Stearners' safety and strength that makes him most appreciative. 

As we sat in the cluttered office adjacent the Walkinshaw home one day when summer rains crimped his 10-12 hour flying schedule, he told of the development of the aerial spraying industry, the total picture of which he's been happy to be a "small part" of. 

Speaking again of the early spraying years, Walkinshaw told of people's reactions to the new ways of pest control. "We started out with some sprayers some 2-4D. You know, we had to put on demonstrations, spraying mustard to convince people we could kill it. 

"Same thing with grasshoppers. We had to actually take people out in the fields and show them we could kill grasshoppers. They were used to dusting, but this time the bug was on the ground, not behind the plane, you see. With sprayers, they couldn't see anything." 

Once Walkinshaw had been convinced himself, he'd been enthusiastic about trying the new method. Being without a mechanical license in 1947, he'd offered money for someone to build a sprayer. 

Chemical emotions were coming on the market, mainly 2-4D, DDT and chlorohene. It would be a year or so before the interest in spraying spread from other parts of the country to this area. 

(Walkinshaw now handles between 35 and 40 different chemicals. He worries about cost to the farmer and how price hikes are due in part to the high clearance costs to chemical companies brought about by federal regulations. He doesn't mind saying that through the years some chemicals have been banned that were more effective than some current EPA-approved mixtures. He was one of the first to see the benefits of the Mediterranean fruit fly in California, even before they were pointed out that until just after WWII, we were completely without DDT and chlorohene. It would be a year or so before the interest in spraying spread from other parts of the country to this area. 

In tracing the roots of his science, Walkinshaw began his account with the late teens and early twenties, when the boll weevil invaded the south from Mexico and nearly devastated the cotton industry. "It got so bad people in cotton began to die." 

Because spray planes weren't being manufactured and he couldn't find a mechanic to build one, Walkinshaw first began modifying Stearmans. 

In current modifications, the planes acquire spraying gear, enlarged wings and a 205 hp engine in Walkinshaw's shop. 

"Today they're mostly replaced by manufacturers' planes, but there are still a few of us around who use Stearmans. We were bought by them looking over the planes in his hangar, and Walkinshaw was fondly describing changes being made on one of the Stearmans. 

"There's something for you though. The old 9-cylinder Pratt & Whitney engines are still being used in some of those brand new planes. It's just been the last two or three years that they've started using turbines." 

Continuing with his historical account, Walkinshaw talked of WWII-era's "revolution in agriculture brought about by the walk farm implements. hybrid varieties and pesticides. "Around the U.S. spraying began to get more into the picture. Those with dusting operations began adding sprayers to their fleets, and more and more chemicals were developed." 

He called the early aerial sprayers some "crusty old guys" who have been "crusaders," helping the science progress until it has become an essential in agriculture. 

"They had to sell the concept," he remarked. "I've lived through these things and seen this development we've been talking about. I've liked being a small part of the picture." 

According to Walkinshaw, a key to the development of aviation as an essential in agriculture was the 1950 regulations of the then CAA regulations concerning modification of both civilian and military planes, a move that made the U.S. among the most free of countries in which the science could develop. 

The veteran sprayer talked at length about current regulations that are a bother in his work. Not that he's anti-EPA—"No responsible person ad- vocates anything," he said—but he believes that the Department of Agriculture should be more involved in the denial or approval of chemical clearance. 

"They (EPA) have pulled some good chemicals that we didn't think were causing anything," he said. "Some were older chemicals that could be used for a number of things including minority crops such as canary and rape seed and mustard. 

"It costs millions to clean a chemical now, and the companies simply can't afford to get clearance for some of those chemicals that have a job to do." 

Even though Walkinshaw's sentiments lie with the Stearmans, he's still interested in "waves of the future." He said some think one of the waves in that direction would be helicopters. He's got three he's going to try to get into that market. 

But he thinks that the plane has the advantage in open country like the Midwest, that the cost of operating a helicopter cancels the fuel gains (about 3 a gain with helicopters), and he likes the idea that the same crash protection planes like his old Stearmans do.
Aeronautical advisory stations

The following information was taken directly from the 1981 Aeronautics Information Manual (AIM), Part 137, and is intended to provide guidance and ensure clear air traffic (CAT) conditions. It is meant to help pilots avoid misunderstandings about the use of Unicoms, and frequency assignments for Unicoms. Note that the air-to-air frequency is now 122.775, NOT 122.75.

137. AERONAUTICAL ADVISORY STATIONS (UNICOMs)

a. UNICOM is a non-government, air-ground radio communications facility which may provide airport advisory information at certain airports. Locations and frequencies of UNICOMs are shown on aeronautical charts and are listed in the Airport/Facility Directory.

b. On pilot request, UNICOM stations located at non-tower and non-FSS airports may provide pilots with weather information, wind direction, the runway the wind favors, and other necessary information.

c. In communicating with a UNICOM station the following practices will help reduce frequency congestion, facilitate a better understanding of pilot intentions, and location in the traffic pattern and enhance safety of flight:

1. Select the correct UNICOM frequency.
2. Call for runway in use approximation to 10 miles from the airport. Listen on the frequency prior to transmitting since you may be able to pick up the runway in use and eliminate the need to make a transmission.
3. State the identification of the UNICOM station you are calling in each transmission.
4. Make sure you receive a response from the station being called since many stations and aircraft at other airports transmit on the same UNICOM frequency.
5. Speak slowly and distinctly.
6. To the extent practicable, confine your conversation to operational matters.
7. UNICOM frequencies assigned to uncontrolled airports should not be used for air-to-air communications.

d. Recommended UNICOM phrases:

(1) Inbound
Example:
FREDERICK UNICOM CESSNA 123 REQUEST AIRPORT ADVISORY

(2) Outbound
Example:
FREDERICK UNICOM CESSNA 123 ENTERING DOWNWIND (or final) FOR RUNWAY ONE NINE.

e. THIS SERVICE SHALL NOT BE USED FOR AIR TRAFFIC CONTROL PURPOSES, except for the verbal relay of ATC information limited to the following:

1. Revision of proposed departure time.
2. Take-off, arrival, or flight plan cancellation time.
3. ATC clearance or revision of arrival, departure, or flight plan.

The purpose of the chapter is to promote development of improved aircraft accident investigation procedures through lectures, displays, presentations and exchange of information among interested air safety investigators.

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KINDRED has a 200' x 40' gravel runway with lights. Future plans will be to overlay the runway for the 16 based planes on the airport. A new hangar is presently being constructed.

MAYVILLE has plans to construct a N-S runway with federal aid, but first must get into the National Airport System Plan. The airport has 15 based aircraft with only 200' of runway. Hopefully they can qualify for federal aid since one of our states major problem is too many short runways for the aircraft using an airfield.

COOPERSTOWN is considering a seal coat for the runway next year. They filled their cracks with a rubberized sealant. It appears to be the answer for eliminating the yearly crack filling work. The real test will be how well this material withstands the winter.

INKSTER has abandoned the NW-SE runway. They still have a N-S 200' runway and a newly extended 200' E-W runway. The airport is primarily a sprayer airfield with no runway lights.

MINTO has had problems this year due to flooding on the north end of the runway from June through August. The area sprayer had to use the gravel road. The new Airport Authority members will continue solving this drainage problem and recognize the state grant program available on a 50 percent matching basis for their airport improvements.

CARRINGTON also will plan for a seal coat for next year, since the cracks are sealed with a rubberized material. The local 99's group had done the painting of the runway end numbers and airport name. A job well done to improve the image of the airport.

ROLETTE will paint the runway numbers and centerline. The directional alignment that the reflective paint emits is invaluable to a pilot landing during darkness. More importantly in terms of safety, it is very hard to distinguish the runway edges during periods of snow/drifting.

ASHLEY has the beacon tower moved and the runway lights are working. The 40' tower was located alongside the runway edge and was a hazardous obstruction. We recommended every Airport Authority or manager to review their airport and see if they can eliminate any obstructions alongside the runway or approaches. Now is the time to clean up the airports so that no obstacles will cause drifting across the runways, especially the spray barrels that are common on most airports. Since your airport is for public use, let’s work on its appearance.

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The Federal Aviation Administration says the growing numbers of hang gliders and so-called ultralight aircraft has reached the point some regulation may be needed to keep them from interfering with other flight operations.

The Agency has asked for comment on a proposed rule which would establish guidelines to keep this from happening.

The FAA is particularly concerned about the uncontrolled use of these ever-increasing numbers of powered ultralight vehicles, which essentially are motorized hang gliders with landing gear, moveable control surfaces and other features that give them operational capabilities similar to regular aircraft. The agency estimates that the current inventory of 30,000 hang gliders in the United States includes about 2,500 powered ultralights.

The FAA has issued a notice of proposed rulemaking that would make ultralight vehicles weighing 15 pounds or more or having a fuel capacity of over 15 pounds (about 2.5 gallons) comply with the same basic requirements as other aircraft. That means both the aircraft and the pilot must be licensed by the agency.

Hang gliders and ultralights under 15 pounds would be subject to certain operational requirements designed to keep them from creating a hazard to themselves or other aircraft. But the vehicle would not need an airworthiness certificate and the operator would not be required to have a pilot's certificate.

This proposal represents a minimal and limited regulatory approach which would impose the least burden on the user. It borrows from a number of self-policing programs already established by hang glider and ultralight vehicle clubs and associations for which an adequate level of voluntary compliance has not been achieved. The proposal seeks to implement only those requirements considered necessary to maintain flight safety for all airspace users," an FAA statement said.

In addition, the statement said, "the continuing growth of these aircraft beyond controlled airspace and their non-compliance with Federal Aviation Regulations will endanger air safety if allowed to continue.

Under the proposal, operators of hang gliders and ultralights would have to operate in accordance with prescribed visual flight rules (VFR) criteria for flight visibility and clearance from clouds. This would have the effect of prohibiting flights in marginal weather. Night flights also would be banned.

In addition, the proposed rules would make operators responsible for maintaining separation from aircraft on a "see and avoid" basis. They also would have to yield right of way to all aircraft.

Another provision would prohibit operations in certain controlled airspace, such as airport traffic areas, without prior approval from the appropriate air traffic areas, without prior approval from the appropriate air traffic control facility. Flights over congested areas of cities and towns would be banned as well.

Comments on the proposed rule (Docket No. 2162) should be addressed to the FAA Office of Chief Counsel, AGC-204, 800 Independence Ave., S.W., Washington, D.C. 20501.

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Beware of carburetor ice

1. Ice can occur without visible moisture with high humidity when temperatures are as high as 85 degrees Fahrenheit (36 degrees Celsius). WHAT TO DO: Use carburetor heat. This will allow the warmest of the exhaust system to heat incoming carburetor air.

2. Air temperature sufficient to cause carburetor icing when the intake air temperature is below 10 degrees Farenheit (30 degrees Celsius). WHAT TO DO: Reduce manifold pressure with constant speed propeller.

3. Using carburetor heat when ice is in the carburetor. The power reduction will remain constant. WHAT TO DO: Throttle back. The power reduction will continue to increase at a rate equal to 0.006 horsepower per minute with a 10-degree Farenheit increase in temperature.

Are you your brother's keeper?

Aircraft crash due to fuel exhaustion; IFR fatalities occur from non-IFR pilots flying in IMC or IFR pilots flying into predictably unstable weather or bailing out minimum; hand-prop accidents abound.

A waste of lives and aircraft. Why are we willing to put up with this waste? Partially, because we don't wish to be involved. If we see a student pilot carrying passengers, well "that's his business." If we see a non-instrument rated pilot brag about his IFR flying, then "I wouldn't do it, but he has a lot of guts." But, when insurance rates go up, when someone we know dies or is seriously injured, then it is another story. Furthermore, General Aviation cannot exist without support from the public in general. Uncertificated pilots or those who run out of fuel and crash on city streets do not make for good publicity. All of us are tainted by such occurrences.

What can you do about it? A great deal. If you see an unsafe operation, talk to the pilot. If you don't want to talk to the pilot directly, contact an Accident Prevention Counselor. Most FAA's have one, know who is, or your local FAA-Fargo FSDO can tell you the name of one in your area. If you feel that the matter is serious enough, contact the FAA Accident Prevention Specialist at the Fargo FSDO. That's what he's there for.

The great majority of pilots who are involved in unsafe operation do so out of ignorance. A friendly conversation may be all that is really necessary to straighten them out. But, there are a few who will either "do their own thing" regardless of any consequences to others, or are so afraid of flying that they overcompensate with macho exhibitionism. Remember, behind every senseless risk taker, behind every braggart full of tall stories and a history of reckless flying, may be simply a little boy who is afraid. Do we have to condemn him? No, but he may be if you do get involved, you can help. Are you your brother's keeper? Only you can answer that.