**Relatives resolution FAAs to retain its Bismarck field office**

Senators LeRoy Erickson, DeLamere, (Sargent and Dickey Counties) and I.E. "Esky" Solberg, Bismarck introduced Senate Concurrent Resolution No. 4017 in the N.D. Legislature, which urges the Federal Aviation Administration to maintain its Bismarck airport field office. The resolution in several "Whereas" paragraphs points out that officials of the FAA Denver Regional Office are considering closing the FAA's airport field office in Bismarck and that many airport construction projects are built with a large percentage of federal funds and that local airports seek grants from the FAA to construct airport improvements. The resolution further notes that North Dakota engineers seek assistance from the Bismarck FAA office in drawing specifications for proposed projects, consult with the Bismarck office during construction to ensure projects meet federal requirements.

The resolution concludes that the location of the FAA airport field office in Bismarck reduces delays in getting decisions compared with communicating with the Denver regional office and that shifting to Denver regional office would greatly increase travel and project costs which would offset any savings in closing the Bismarck office.

Resolution No. 4017 resolves that the Forty-Seventh Legislative Assembly of North Dakota urges the FAA to maintain its airport field office in Bismarck and directs the Secretary of State to send formal copies of the resolution to the Administrator of the FAA, Washington, DC, and to the Director of the FAA Rocky Mountain Region, Denver and to the Chief of the FAA Airport Division, Rocky Mountain Region and to each member of the North Dakota congressional delegation.

**Resolution urging FAA to establish statewide system for aviation weather briefing**

Senators LeRoy Erickson, Delamere, (Sargent and Dickey Counties) and I.E. Solberg, Bismarck introduced Senate Concurrent Resolution No. 4015 in the N.D. Legislature, which urges the Federal Aviation Administration to establish a statewide, toll-free automated telephone system in North Dakota, which would permit any pilot or aircraft owner to call the FAA flight service stations in North Dakota for aviation weather briefings.

The resolution notes that North Dakota has 100 publicly and 450 privately owned airports where aircraft are based and which the owners and pilots are in need of current enroute and destination aviation weather information before beginning a flight and that there are no automated aviation aircraft and helicopters located in 53 counties and in eight regions in North Dakota.

**FAA Rocky Mountain Region reorganizes airport division**

In a special Newsletter edition, the FAA Rocky Mountain Region, Airports Division, announced a reorganization of its airports division, which became effective December 29th. The Airports Division is now organized into two branches known as (1) Planning/Programming Branch and (2) Safety/Standards Branch. Heading up the Airports Division is Walter Barbe, Chief with Tel. (303) 837-3835. The Planning and Programming Branch is headed by Edward Tatum, Chief with Tel. (303) 837-4397. Also in this main branch are Joyce Watson and Marilyn Wool.

North Section

A North Section of the Planning and Programming Branch will handle North and South Dakota and Montana and has the following personnel:

- Roy Cunningham, chief; David Gabbert, K. Wasmundt, Ken Whitney, H. Harshke (All with Tel. (303) 837-5343) and David Wingfield with Tel. (303) 837-3395

The reorganization has assigned principal points of contact with the airports division, which are persons expected to be completely knowledgeable of airport system programs. For the North Section (North Dakota & South Dakota & Montana) the person known as point of contact for North Dakota & South Dakota is Ken Whitney with Tel. (303) 837-5343 and for Montana, Dave Gabbert with the same telephone number.

**Functions of Planning/Programming Branch**

- Prepare National Airport System Plan (NASP)
- Administer Planning Grant Program (PFP)
- Environmental Activities

Airport officials requested that the Aeronautics Commission prepare a joint letter to be signed by all eight major airport managers and the Director of the State Aeronautics Commission and sent to the North Dakota Congressional delegation urging them to do everything within their power to prevent the closure of the Bismarck office.

Continued on Page 2
General Aviation Around The State

STEELE ... the City Council has created a city airport authority at their January 5 meeting. An authority was needed to organize finances and construct airport facilities as to creating a new airport. Members will be selected at the next city council meeting. The Council had also voted to close the existing airport due to foul play and to only hire airport managers and by Harold G. Vavra, director of the State Aeronautics Commission.

Special Study

Carl Bailey, FAA representative with the Administration, has made a request that the city and county of Bismarck make a study of the Bismarck FAA airport. Bailey was requested to re-quote the office, which were signed by all eight airport managers and by Harold G. Vavra, director of the State Aeronautics Commission.

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RELATIVE WIND

February 1981

From Your Secretary

By Jack Daniels, NDAA Secretary

The last issue of Relative Wind covered some proposed changes in our bylaws that will broaden our membership, and provide for additional strength in our aviation community.

As the complications of the decade of the 80s moves forward to place issues of airport financing, regulations, certification and operation before our state's airport owners and operators, we have a clear cut need for unity among all those who are a part of the aviation community in North Dakota and the nation.

We must have the means and ways to make our story before the legislature, the public and the population at large if we are to survive in the next decade.

Our voice, which we feel is the most important one in the world, is just one of many that is being heard throughout the land.

There is a vast amount of airport authority members and airport managers throughout the state that can lend us a hand in the movement of favorable legislation through the process of our state legislative sessions.

We need them to participate with us now and in the future.

F.P. We must have a great deal of participation from all segments just to survive. With participation we may find ways to grow in a friendly environment.

We have to have all airport commissioners and airport board members join NDAA soon. Do it today!!!
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In addition to getting bargain interest rates, qualified buyers can tailor aircraft financing to their needs. The charts at the bottom show how.* If the size of the down payment is top priority, a plan with a low down payment may be selected. If the size of the monthly payment is most important, a longer contract term may be selected. The lowest interest rate is available by borrowing less and selecting a shorter-term contract. For example, suppose you want to buy a new Skyhawk II. The list price is $37,810.

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All rates are expressed as annual percentage rates. Financing for aircraft for commercial use is limited to five years for single-engine and six years for multiengine. NOTE: These rates may be changed by CFC without notice or may be limited in applicability where at variance with state or federal law.

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*These charts not applicable in Alaska.

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February 1981
RELATIVE WIND
Pilots test your knowledge as to which airport is pictured above. Note the body of water alongside the airport, it is not Lake Sakakawea. We will publish the answer in our next issue of Relative Wind. Last month’s airport was the “International Peace Garden Airport” located north of Duneland.

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Winterising and weatherising

With the first blush of winter behind us and no reports of anyone hurting themselves or being blown down on North Dakota, as pilots, can congratulate ourselves on the preventions that "peppered the list." We are getting a little smarter."

The first of the new year is that a wary eye must be cast on the weather. Newcomers and old alike, we have ourselves that these are the months that a never-ending succession of winds and storms seems like every 3 days, march out of Wyoming and either snare across S.D. or stagnate, causing low ceilings and associated fog for North Dakota.

During the day, ceilings may lift, but with temperature and dewpoint cooling so close to freezing, it is possible that even before descent, the temperature can be near freezing, and you are flying close to the dewpoint. This coupled with early darkness, which must also be taken into account as something to add to winter flying troubles and solutions. Don't forget that with early darkness, there is also the factor of very little twilight so allow plenty of time to make that landing at an unlighted field.

In the winter, time seems to evaporate, not only do aircraft engines need to be heated, many times they refuse to start. Allow a margin of time to make it safe. While heating that engine, make sure that not only are the cylinders heated, heat the accessory case and also make sure that the crankcase vents line is open and does not have condensation freezing in it. Water vapors are being driven from the crankcase, as the engine is being heated. Remember that it is dripping and is partly obstructed while heating, further engine operation in taxing and take-off could seal it over completely, which would then create a high internal crankcase pressure, which is reflected in an abnormal high oil pressure. This internal pressure can build up to the point that it will blow crankshaft seals or if you are lucky, the pressure can relieve itself by blowing out the oil dipstick. If this happens, no sweat as the pressure drops down and the possibility of the engine oil being driven overboard, as is the case, when a crankshaft seal ruptures.

Needless to say that an engine does not run long with an oil starvation.

While that engine is heating, inspect your aircraft for frost, snow or slush on the wings and engines. If you have snow or slush driven inside the tail cone or propeller in this country. Don't be suckerized into thinking that it will burn off after you are airborne. What happens is that your airplane can, and often does, lift off in ground effect, as the icing will peel from the lower surfaces, but the engine and prop will be ice covered, and then you are running with aero-balance. This can put the airplane in a tailspin.

If you have a little time before your aircraft is ready to be started, how about throwing some sugar or salt on your shoes, if you are not already wearing some, also mittens and a good cap. A good measure, a blanket of some sort in the baggage compartment of your aircraft. Supposing you were to land short of a runway and had to walk one mile in a 35-40 knot wind with a chill factor of -40, do you think you could carry it in your hands, no headgear or good mittens, odds are that you couldn't, unless you don't have any hands.

Now that you have heated that engine properly, treat it in other mild weather, start, don't overprime, if at all. Frosted plugs are a result of trying to make a start without any heat or insufficient heat. What happens is that the engine may or may not fire several times on each cylinder and then stop, because of moisture condensation inside the cylinder and on the plug, shorting it preventing from firing. In severe cases, additional heat may not dry the plugs and they will have to be removed for drying.

Assuming that you succeeded in a successful start and become airborne, besides fighting ice crystals on your windshield and side windows resulting in severely reduced visibility, compounded by the low angle of the sun, because of this, you will also be plagued by carburetor ice and if flying in snow, beware of snow compacting in your induction system in some types of aircraft, if the ram air control is in the open position.

As you are about to land at your destination, you have landed in it. In one of our many smaller fields, you suddenly remember you should have planned ahead and checked the field condition. It would have only cost 75 cents and could save thousands in bent aircraft and injured people, in the event of a mishap, remember just because snow had been cleared yesterday, does not guarantee that overnight severe drifting made finger drifts across the runway, which as a rule are rather firm and can remove landing gear, both fixed and retractable, in the most awesome manner. Another thing, don't assume because you can see grass sticking out of the snow, that it is only 2-3 inches deep, maybe nobody made that last cut, however the grass is 16 inches tall. This condition will also remove grass fast and it has happened at Border Airport. Conversely, don't assume that just because you can see what appears to be bare ground on 3/4 of the runway, that it is safe. What happens is that adjacent summer followed fields can and good lift drift over the runway, covering 2 & 3 ft. snowbanks with a perfect trap for the unwary.

Be very cautious about making a landing in the royal gorge type of snow removal jobs that are often made at some airports. This comes about by the street foremen of City X, who is responsible for clearing the snow from the airport after all the streets and areas are open, telling Joe to go out to the airport and plow out the runway, completely forgetting that Joe alone ever worked this fall. Of course, Joe has only plowed streets and areas and he proceeds in the same fashion, making some of the deepest damn canyons that only clear your wing tips by scant feet. Imagine what can happen if you have some tricky crossovers. If you have purchased your first aircraft this past summer, don't forget to install the winterrization kit and block off your oil cooler if necessary. Check with a knowledgeable mechanic on what is best. On the landing approach in cold weather, avoid severe and abrupt attitude changes, use the progressive reduction method to allow pistons to cool down. Finned cylinders can cool down quickly while a piston that has a concentrated mass needs more time. The fast cooling of the cylinder wall will reduce the diameter and cause piston scuffing, since the piston reduces size more slowly, so it is claimed.

On the ground, instead of the destination, don't forget to plan on heat for your engine if you are staying any length of time. For shorter durations, that blanket we talked about for survival, will conserve heat, if stuffed in the bug eye cooling vents, better still, is one of these new plastic custom designed engine covers being sold. Now have a good trip home.
Pesticides

Weighing benefits against risks

Regarded from the USDA Farmers' Report

Most farmers probably agree that some regulations on farm chemicals are needed to protect health and the environment, but many are upset by the increasing restrictions on the pesticides they depend on to protect their crops.

USDA economist Ted Eichers estimates that 25 to 30 million acres — or about two-thirds — of American cropland were treated with pesticides annually. Other USDA scientists have figured that 25 to 30 percent of the nation's total crop production — or nearly all our exportable supply — would be lost without synthetic pesticides.

Even if production and prices could somehow be maintained without the chemicals, consumers might have to pay good, to the unblemished foods and vegetables they have come to expect.

For all they accomplish, pesticides are relatively expensive, accounting for only 3 percent of farmers' total production expenditures. According to Eichers, "Pesticide prices have increased less than the prices of any other farm inputs since 1970. As important as pesticides are to farmers, it's not surprising that many take a dim view of increasing regulation, even though they're well aware of the potential hazards of farm chemicals.

Minimizing Measures

In fact, farmers were among the first to recognize the economics and environmental advantages of alternatives to routine pesticide applications. Many producers minimize pesticide use by monitoring pest populations and carefully timing chemical applications.

Integrated pest management (IPM), which includes biological and other natural pest control techniques, is being used with increasing frequency and success on many crops.

However, even IPM strategies may call for application of synthetic pesticides. And, while farmers' demand for pesticides has shown signs of leveling off from the rapid growth of the 1960s, pesticides remain a necessary part of large-scale commercial agriculture for the foreseeable future, Eichers says.

As long as pesticides are used, the debate over how to balance the benefits and risks is likely to go on, and farmers will probably continue to face new regulatory actions.

How will this affect their production, pocketbooks, and health? That depends, Eichers says. Judging from the past, some pesticide regulations increase farmers' costs and reduce yields, but not all are to their detriment.

Less Harmful Alternatives

For example, regulations have taken some of the broad-spectrum chemicals, such as DDT, off the market. This has encouraged the development of alternatives that are less likely to harm beneficial insects.

Cotton growers once killed billoworms and budworms with broad-spectrum insecticides exclusively, which also killed most predators and parasites that would have helped control the worms naturally.

Growers were then locked into spraying at regular, short intervals to keep the worms from coming back in greater numbers. And, the insects were growing resistance, requiring still more pesticide.

Recently synthetic pyrethroid insecticides were developed, and EPA expedited

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their registration. They are somewhat more selective, so they spare many beneficial insects. Often, spraying can begin later in the season with them, and then cotton fields can be treated less frequently than with the older compounds.

With fewer applications, cotton yields are less likely to develop resistance. The self-defeating cycle of insecticide, resistance, pesticide. Thus, more resistance is usually slowed.

Instead, several of the broad-spectrum insecticides banned by the federal ban on DDT — were already losing value to farmers because pests were becoming resistant to them.

Minor Crops Left Behind
As registrations become more stringent, however, some farmers are left behind: the growers of minor crops.

Under the current Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA), each combination of crop, pest, and pesticide must be reappraised before it can be okayed.

"Chemical companies do not seek to register pesticides if the market potential is inadequate," Eichers says, "and most of the fruit, vegetable, livestock, and specialized crop uses are considered minor."

To help minor-crop producers secure registration of the pesticides they need, USDA and the state agricultural experiment stations maintain the interregional Research Project (IR-4). The project funds required research on the effectiveness and human tolerance of a pesticide.

About 400 applications for IR-4 aid come in annually, project officials estimate. For instance, garlic growers in California and Oregon got IR-4 help in clearing brown mites, an effective weedkiller.

Limited Aid Funds

But for every group of growers that receives assistance, one group is turned away because of the project's financial limits. For these farmers, the consequences of registration can be continued crop losses to pests.

For pesticide manufacturers, too, regulation has become increasingly expensive, and these rising costs affect farmers directly and indirectly.

Between the periods of 1967-70 and 1977-78, leading chemical manufacturers reported nearly a fourfold increase in pesticide research and development costs. If this keeps up, pesticide prices may start outpacing other farm production cost rises, Eichers says.

At the same time, the selection of pesticides available to farmers seems to be shrinking. The number of new pesticide products registered annually dropped 80 percent between 1967-70 and 1977-78, from ten a year to two a year. Although registrations are again increasing, some minor pests, even on major crops, may not be controllable.

While these trends are very disturbing to many in agricultural, pesticide regulations can affect farmers in another — and more positive — way unrelated to production economics:

Pesticide Poisoning

Eichers estimates that private applicators — mainly farmers and farm workers — spread about 70 percent of all agricultural pesticides used in the U.S.; only 30 percent are spread by contractors.

Thus, except for chemical plant workers, farmers suffer greater exposure to pesticides than almost any other occupational group. Regulations have often been designed to help protect farmers — and their families from pesticide poisoning.

From 1971 through 1976, EPA monitored pesticide poisonings that led to hospitalization — and found that farmers had the highest average rate of any occupational group studied. Even pesticide plant workers accounted for nearly hospital admissions than farmers.

Pesticide Poisonings Farmers' Violent Their Lead

As a result of the occupational hazards, a new classifying system for pesticides was created: restricted and nonrestricted use. Since late 1978, farmers and others who wish to apply restricted-use pesticides had to be certified.

Through USDA's extension service, each state trains applicators through workshops or some study courses. The certification program teaches the importance of following directions on pesticide labels, using protective clothing and equipment, and recognizing and treating acute pesticide poisoning.

Long-Range Dangers

Even with these precautions, EPA officials stress that pesticides may still pose a threat to health. Subacute symptoms, headaches, blurred vision, respiratory problems — may be hard to pinpoint.

And, for some pesticides, little is known about the long-range effects. Although such possible consequences as tumors, sterility, and birth defects. Federal regulations now require animal studies of chronic effects before a pesticide can be registered.

In addition, information is still being collected on pesticides that are already registered. Certain triggers — including evidence of major long-term damage — can cause a chemical to be restricted, arbitrarily suspended, or permanently banned.

In all registration cases, benefits are measured against risks in determining which use patterns are retained.

The registration process is necessarily slow and costly. And, because of continuing pressures to safeguard human health and the environment, it's likely to stay that way.

For farmers, this means a good deal of inconvenience, possibly rising costs, and possibly future crop loss. However, it should also mean a safer occupation.

Many contend the tradeoff is justified. But many others continue to argue that more consideration must be given to farmers' costs and production in weighing the benefits and risks of pesticides.

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30 gal. plastic jugs

Besides being available in 30-gallon plastic drums, label changes permit dual use on silage corn; allow feeding of treated forage and fodder to livestock; allow dry, bulk fertilizer treatments; permit aerial application alone or in tank mixes with AATrex; add Princep or Princep plus AATrex to the list of approved tank mixes for conventional corn; add tank mixes of AATrex or Princep with Paraquat or Roundup and AATrex plus Princep with Paraquat or Roundup for minimum-till and no-till growers.

Bicep, Ciba-Geigy's single-product herbicide for control of both grasses and broadleaf weeds, may now be applied postemergence on corn grown for silage and in tank mixes with Paraquat or Roundup for minimum-till and no-till corn. Dry-bulk fertilizer applications in combination with Bicep is also permitted.

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**Winter flying tips**

Blowing Snow — If an aircraft is parked in an area of blowing snow, attention should be given to openings in the doors. If the door is closed, enter, freeze solid, and obstruct operation. These openings are a source of frost, ice, and snow before flight. Some of these areas are as follows:

1. Pitot Tubes  
2. Heater intakes  
3. Carburetor inlets  
4. Antilique and elevator controls  
5. Wings, wheel and tail wheel wells, where snow can freeze around elevator and rudder controls

Fuel Vents — Fuel tank vents should be checked before each flight. A vent plugged by ice or snow can cause engine stoppage, collapse, then very possibly very expensive damage.

A pilot should keep in mind that bracing action on ice or snow is generally poor. She turns and stops should be avoided. Don’t taxi through small snow drifts or snow banks adjacent to the runway. Often there is solid ice underneath. If you are operating on skis, avoid sharp turns, as this puts torque on the landing gear in areas flat enough for which it was designed. Also, for ski operation make sure safety cables and shock cords on the front of the skis are carefully inspected. If these cables or shock cords should break on takeoff, the nose of the ski may fail to lift and the aircraft may roll, in which case the skis are not possible. This situation is particularly serious when operating in heavy winds, as it is likely that the aircraft will create a landing hazard.

If it is necessary to taxi down wind with either skis or wheels, the snow is clear, and the wind is strong, go with it or don’t go. Remember when you are operating on skis, you have no brakes and no traction in a crosswind. On a hard pack or icy surface the aircraft will slide sideways in a crosswind, wind and direction. It is minimal particularly during taxiing and landing roll when the control surfaces are ineffective.

**TAKEOFF**

Takeoff in cold weather offers many distinct advantages, but they also offer some special problems. A few points to remember are as follows:

1. Do not overboost supercharged engines. This is easy to do because at very low density altitude, the engine “thinks” it is operating as much as 8,000 feet below sea level in certain situations. Care should be exercised in operating normally aspirated engines. Power output will decrease 1% for each degree of temperature below that of standard air. It is estimated that the performance will develop 10% more than rated power even though RPM and manifold pressure may not exceed.

2. If the temperature rises, do things in the same manner as performance from your aircraft, as when it was operated at the lower density altitudes of colder weather.

3. Use carburetor heat as required. In some cases, it is necessary to use heat to vaporize the fuel. Gasoline does not vaporize readily at very cold temperatures. Do not use carburetor heat in such a manner that it raises the mixture temperature barely to freezing or just a little below. In some cases, it may be inducing carburetor icing. An accurate mixture temperature gauge is a good investment for cold weather operation. It may be best to use carburetor heat on takeoff in very cold weather in extreme cases.

4. If your aircraft is equipped with a heated pitot tube, turn it on prior to takeoff. It is wise to anticipate the loss of an airspeed indicator or most any other instrument during a cold weather takeoff — especially if the cabin section has not been preheated.

**Climb Out** — During climb out, keep a close watch on the attitude and temperature gauges. Due to restrictions (baffles) to cooling air flow installed for cold weather operation and the possibility of extreme temperature inversions, it is possible to overheat the engine at normal climb speeds. When the full head temperatures near the critical stage, increase the airspeed or open the cowl flaps or both.

**Carbon Monoxide Poisoning** — Don’t count on symptoms such as carbon monoxide to warn you. It’s colorless, odorless, and tasteless, but it is usually found with exhaust gases and fumes. If you smell fumes or feel any of the following symptoms, you should assume that carbon monoxide is present.

These can include sluggishness, warmth, and lightness across forehead head by head, nausea, dizziness, and dimming of vision may follow. If any of the above conditions exist, take the following precautions:

1. Shut off the cabin heater or any other opening to the engine compartment.

2. Open a fresh air source immediately.

3. Don’t smoke.

4. Use 100% oxygen if available.

5. Land as soon as possible.

6. Be sure the source of the contamination is corrected before flight.

**Spatial disorientation** can also be expected any time the pilot continues VFR flight into adverse weather conditions. Flying low over an open body of water during low visibility and a fogged ceiling is another ideal situation for disorientation.

**LETDOWN**

**Engine Operation** — During letdown there may be a problem of keeping the carburetor warm enough for high power operation if needed. It may be desirable to use more power than normal, which may require extension of landing gear or use of flaps to keep the airplane within limits. Carburetor heat may be necessary to vaporize fuel and enrich the mixture.

**Blowing Snow and Ice Fog** — Blowing snow can be a hazard on landing, and a close check should be maintained throughout the flight as to the weather destination. Use a correct pattern indicates rising, then blowing snow may be expected and allow an alternate course of action.

Ice fog is a condition opposite to blowing snow or ice can be expected in calm conditions about 30 F below. It is found over an area where precipitation is a necessary element in its formation. Ice fog particles are such as found in automobile exhaust gas or the gas from smoke stacks.

Both of the above conditions can form very rapidly and are avoided by flying below 100 feet or more (50 feet) and may be associated with clear or cloudy weather. A careful check of the forecast, weather, and caution preflight planning for alternate courses of action should always be accomplished.

**Landing** — A landing surface can be very treacherous in cold weather operations. In addition, caution is advised regarding other hazards such as snow banks on the sides of the runways and poorly marked runways. Advance information about the current conditions of the runway surface should be obtained. If it is not readily seen, try to find the field before landing to look for drifts or other hazards that may exist in the snow on a runway do not ensure safe taxiing for the aircraft. Often snowmobiles will use runway areas and give a pilot the snowbank or shock cord that should the airport and the snow is not deep.

**Portable electronic devices**

On December 24, 1980, the VOR beacon at Rapid City, SD failed. The crew said they could hear a loud buzz, but otherwise the equipment was operating normally. Investigation revealed that a passenger was operating an electronic pocket calculator, which was interfering with the VOR navigational signal.

Since electronic devices of all kinds are becoming more and more common in the cockpit, it is appropriate to point out that FAR 91.19 prohibits an operator from allowing the use of electronic devices under IFR unless the operator or pilot has determined the device will not cause interference with the navigational signals or communication system of the aircraft.

Pilots should be aware of the potential for interference in the cockpit space under IFR with equipment that could be interfering with the aircraft's electronic systems. Keep in mind that Air Traffic Controllers and ATC equipment operators are subject to more frequent regulatory changes that were not mentioned in this article. If you have questions about your particular equipment and its compliance with FAR 91.19 or contact the Fargo Flight Standards District Office (formerly, the Flight Standards District Office).