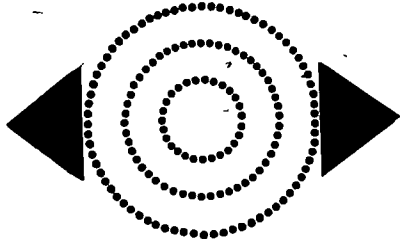


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VOLUME 2 NUMBER 3

MARCH 15, 1984

Aviation Convention a success

The Upper Midwest Aviation Symposium received a larger than expected turn out of both exhibitors and attendees. The convention opened on Monday, March 12th, at the Kirkwood Motor Inn in Bismarck. Originally, there were fifty six exhibitors that had signed up for booths when we went to press for the February issue. By the time the convention was opened, an additional thirty two more exhibitors had purchased booth space at the convention. This was the largest convention the Upper Midwest has seen and it promises to get bigger next year.

Even with the bad weather on Wednesday the 14th, the attendance was very good. Many of the people that show up to take in the convention and seminars were from the NDPAMA and NDAAA. However, we also had a large showing from the pilots to attend many of the seminars put on by the NDPA. The FAA helped greatly in supporting the NDPA with many Safety Seminars along with helping the Ag group with new spray regulations and some toxic chemical problems they should be aware of.

From the private and industrial sector, the convention received many speakers that addressed the Airport Authorities and Managers on varying subjects. Subjects from applying for state and federal grants to how to seal coat runways and aprons. Among the speakers to the AAND were an engineering firm from North Dakota and many contractors and suppliers for material and labor. One out-of-town guest from Ohio spoke on runway, taxiway, and apron lighting plus other lighting needs for an airport, whether it be



Gordy Persons Awarded 'Mechanic Of The Year'

in the planning stages or upgrading its facilities.

Harold Vavra, Director of the ND Aeronautics Commission, and Mr. Stack, from the ND Tax Department, talked to the NDAA and some of the Ag people, that are involved in aircraft sales and the new taxes that will apply to any sale of aircraft in North Dakota. The new dealer law, that covers both aircraft and ultralight aircraft sales, was covered in detail. Many questions were asked by the attendees and many questions were clarified in

More on page 6 and 7



Exhibitors Floor

Northern starts new commuter service

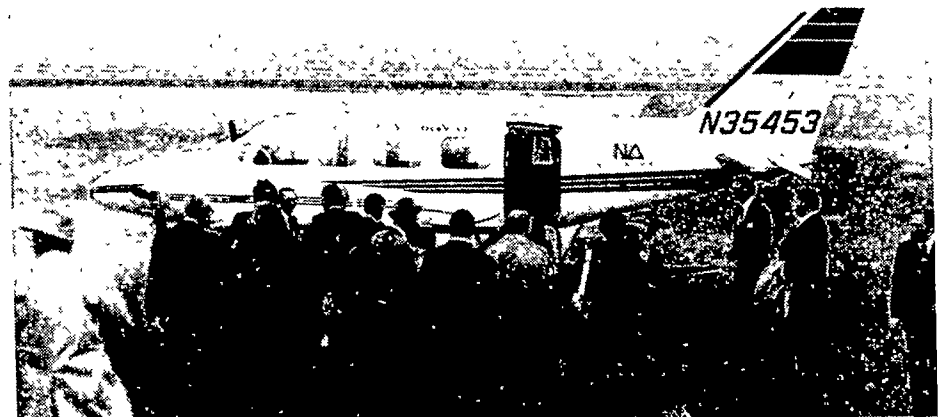
At the inaugural flight of Northern Airways new commuter service Lt. Gov. Ernest Sands cut the traditional red ribbon in Bismarck. Lt. Gov. Sands stated, "We have to admit that North Dakota is in the middle of the continent. This new service will be a great convenience to the citizens of the three cities and the state."

Present at the ribbon cutting ceremony in Bismarck were Jon Harty, President and Chief Executive Officer of Northern Airways, Lt. Gov. Ernest Sands,

Bismarck Mayor Eugene Leary, North Dakota Aeronautics Commission Director, Harold Vavra, and A.W. "Doc" Hill, Bismarck Chamber of Commerce Executive

Ribbon cutting ceremonies were also held in Fargo and Grand Forks. Fargo City Commissioner Gib Bromenschenkel, Charles Bohnet, Fargo's Chamber of Commerce President and John Campbell the Executive Director.

More on page 2



Northern Airway's Innaugural Flight

Pilot from South Dakota lands Jackpot

Jackpot, Nev. (AP) — Braving stormy weather, a former Air Force pilot finished first in an air race between North Dakota and Jackpot, Nev., in a contest where places were based both on speed and fuel economy.

Daniel P. Curtis of Spearfish, S.D., arrived Saturday from Dickinson, N.D., in 5.1 hours with one passenger and used 44.6 gallons of fuel. Curtis's victory in a Cessna 172 RG was worth \$500 posted by Cactus Pete's Casino.

Finishing second in a Cessna C-210 Turbo was Lee Ruhn of Oakes, N.D. James Walth, a farm machinery dealer in Halliday, N.D., took third in a Cessna 172.

With visibilities reduced by snow flurries, Ray Middlesteadt of Kildeer, N.D., overshot the small town of Jackpot and landed on a ranch road eight miles south of town. He suffered no injuries.

The competition was sponsored by the Dickinson Flying Club and Cactus Pete's. It is one of eight time-mileage completions for small airplanes the casino will host this year.

Northern Airways

Continued from page 1

N35453



Bismarck Ribbon Cutting

At a news conference after the inaugural flight Jon Harty was asked if Northern had any plans for expanding its services to new routes. Jon replied that they have thought about expanding but this would not happen unless the need was there and the first phase of the operation was a success. When asked what he felt the first phase would do, Jon indicated that Northern is anticipating that there will be 10,000



Fargo Ribbon Cutting

people using the new service the first year. Northern is presently using Piper Navaho Chieftians which is an eight passenger aircraft. It is looking at larger aircraft that will carry up to 19 passengers. Jon says, "We do not at this time plan on adding the larger aircraft. However when the demand is there Northern will look at adding the new equipment."

The service will run from Grand Forks to Fargo then to Bismarck in the morning and return in the reverse order the same morning. The evening flight will run the same route. The time schedule is

set up to allow business people to be able to get to any of the three cities and do their business during normal business hours and return the same day. The fare for Bismarck-Fargo or Fargo-Bismarck is \$75 one way or \$140 round trip. Bismarck-Grand Forks is \$90 one way or \$165 round trip. Fargo-Grand Forks is \$25 for either one way or round trip. There is no direct flight from Bismarck to GFK or GFK to Bismarck. The service runs Monday through Friday only at the present time. For further information call Northern Airways at 1-800-732-1253.

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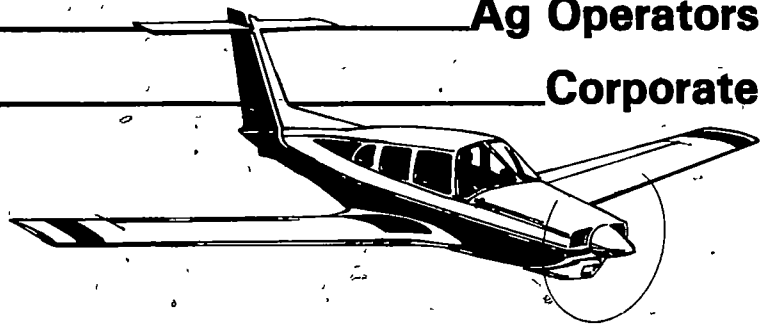
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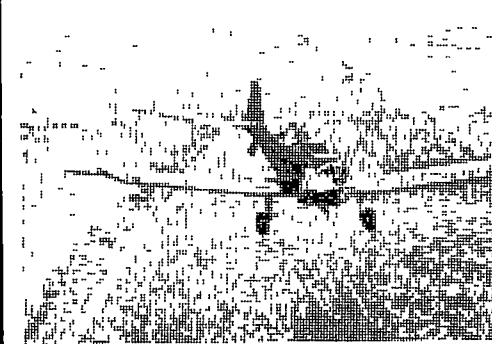
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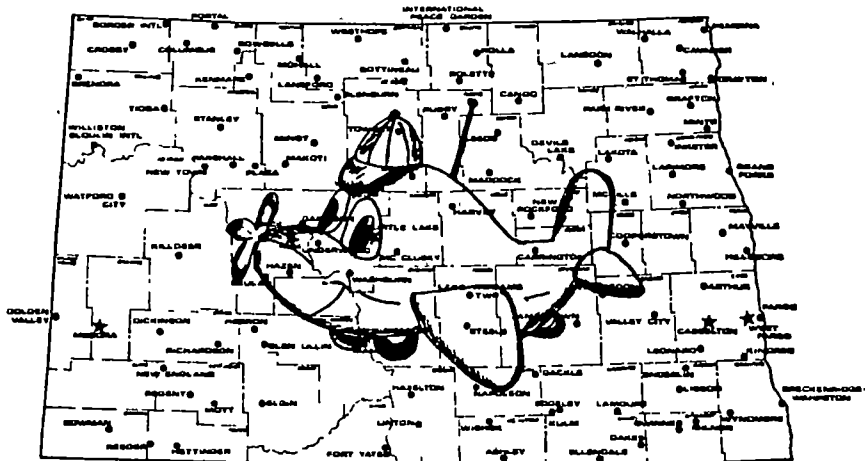
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RUGBY has completed an engineering selection process to hire a consultant to coordinate planning data for a pre-application for federal aid.

LINTON will plan to crack seal the runway in the immediate future. The cold weather has them wide open and should be filled before the spring rains. The Airport Authority will also look at a hangar layout plan.

LEEDS The City Council is planning to do an engineering selection for the construction of the new airport. It is very likely that the new airport site will be developed by this Fall.

BOWBELLS plans from the NDAC were submitted to the airport authority for installation of runway markers alongside the turf runway. Also, the lighting information of the 600' extension was forwarded so that this area can be opened this spring.

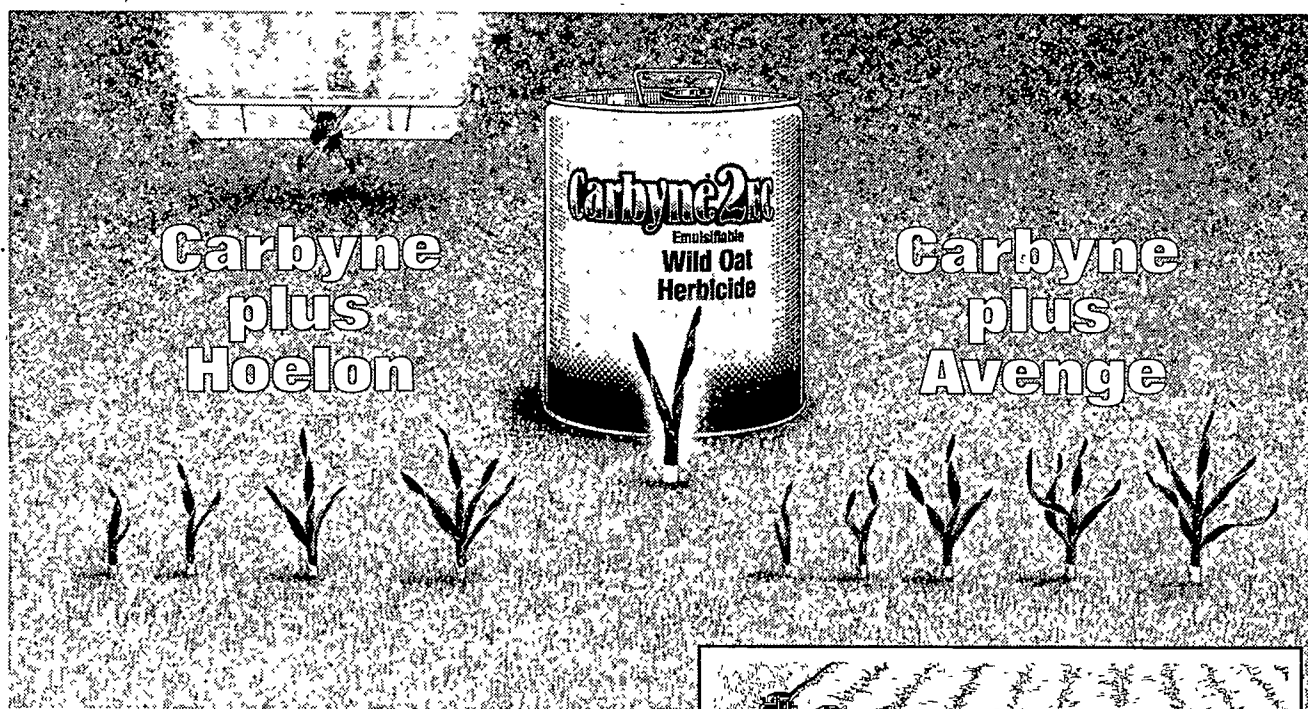
LANGDON will review material on the painting of the runway centerline stripe and threshold numerals. Any airport may request further information on runway painting plans from the ND Aeronautics Commission (NDAC).

HAZELTON Airport Authority will discuss the maintenance of the turf runway, reflector marking, reseeding and fertilizing the grass runway, and management of the airport.

WAHPETON has reorganized the airport authority due to the dissolving of the joint airport authority with Breckenridge. The goal of the authority will be the runway extension project, possibly sponsored under a federal grant.

CASSELTON has met with the contractor to discuss the completion of the airport development project south of the community. A discussion with the engineer revealed that a 50%-50% mixture of red fescue and Kentucky blue grass seed is recommended to prevent clumping rough landing surfaces. In the past, some airports used crested wheat grass, which will root up strongly to clump. So remember,

this if your airport plans to reseed bare areas of the runway.

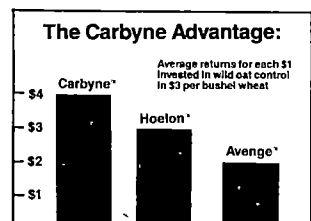


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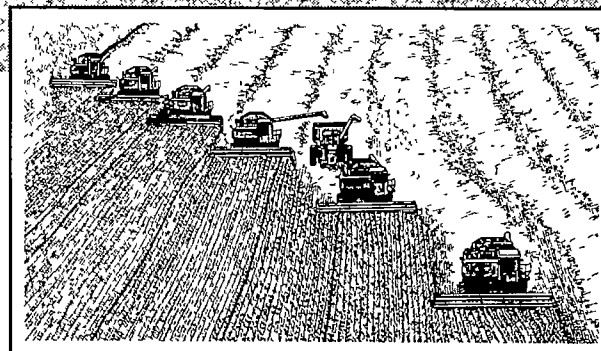
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*Montana State University Data, 1992



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Airline shifts gears in offer to six unions

The management of Republic Airlines has modified its offer to six employees unions for wage concessions and stock ownership, according to an internal memorandum distributed to employees Wednesday.

The memo said that, on Tuesday, the Minneapolis-based airline presented a "modified version" of the proposal initially made last December to representatives of the unions.

The memo also stated that the airline must have a "definite response" soon from the unions, which are working together as the Coalition of Unions of Republic Employees.

The two sides have been negotiating to fashion a concessions package to restore the health of the financially troubled carrier.

A Republic spokesman declined to disclose details of the modified plan. Coalition representatives could not be reached for comment.

The memo quoted Joe Ettel, Republic's vice president of industrial relations, as saying, "As of today (March 14), the unions have not responded, nor have any meetings with the company been scheduled."

The memo added that the

airline's investment bankers met with the coalition's representatives last Friday and explained that the unions' demands for greater employee ownership of Republic stock would hurt the airline's ability to raise capital in the financial markets.

Employees already control about 20 percent of Republic's stock. The management proposal, called the Partnership Plan, offered them an additional 10 to 15 percent of the stock in return for a three-year package of concession that would improve operating results by about \$100 million annually.

Republic had more than \$647 million of long-term debt at the end of 1982. The airline suffered a net loss of \$39.9 million in 1982 and a net loss of \$111 million for 1983.

The management plan proposed earlier would continue through 1986 a 15 percent wage reduction and pay freeze reluctantly approved by Republic employees last year. That pay reduction is scheduled to expire in May.

Union leaders called the initial plan unacceptable. They hired consultants and met with airline management to work out their own plan.

AP - Minneapolis



Northern Airways Fargo Ribbon Cutting

Don't be a flying stranger!

Logic would tell you that recent flight experience is invaluable in making a pilot competent, confident—and safe. The new pilot who flies his first 200 hours in a year is, without much question, safer in the skies than the 2,000-hour pilot who hasn't seen the inside of a cockpit for five years.

So the FAA, in its role as the ruler of safety in flight, has come up with a variety of recency requirements for certain types of flying activity. And more recently, the agency mandated biennial flight reviews to help assure that every general aviation pilot went up in an airplane with an instructor every two years. On this flight the instructor verifies that the pilot is up on current procedures and able to handle the flying machine with some degree of adeptness.

Though the gut feeling that recent flying experience makes for safer flying is strong, statistical evidence to confirm such suspicions is difficult to find. A National Transportation Safety Board study of fatal, weather-related accidents over an eight-year period showed that pilots with more total time accounted for higher numbers of accidents than less experienced peers. For instance, pilots with between 1,500 and 1,800 hours of flight time tallied 69 accidents, while flyers with between 1,200 and 1,500 hours—likely a larger group as a whole—accounted for fewer weather accidents during the

period.

However, the same study also counted accidents and related them to recent pilot flight time—time accumulated in the 90 days prior to the fatal mishap. The graph shows a steady downward slope. Pilots having the least recent time were involved in the highest number of accidents, declining as recency of experience rises.

For general aviation pilots, there is no rule that requires a set number of hours in order to maintain a license to fly the friendly skies. So long as a pilot keeps his medical certificate current, and meets his biennial flight review requirements every two years, he may launch into the air anytime he desires.

However, to carry passengers or to fly under instrument flight rules, there are current flying experience rules (listed in FAR 61.57) he must abide by.

To carry passengers: a pilot must have made, within the preceding 90 days, "three take off & landings to a full stop and be the sole manipulator of the flight controls in an aircraft of the same category and class, and if a type rating is required, of the same type."

To carry passengers at night: a pilot needs to have completed, within the preceding 90 days, "at least three takeoffs and three landings to a full stop during that period (between one hour after sunset to one hour before sunrise) in the category and class of aircraft to be used."

Instrument flying has more recency rules, noted in subsection (e) of the same regulations. To act as pilot-in-command of a plane under IFR, a flyer, within the previous six months.

- Must have logged six hours of instrument at least three of which were in flight in the category of aircraft involved.

- The flight time must include at least six instrument approaches.

More on next page

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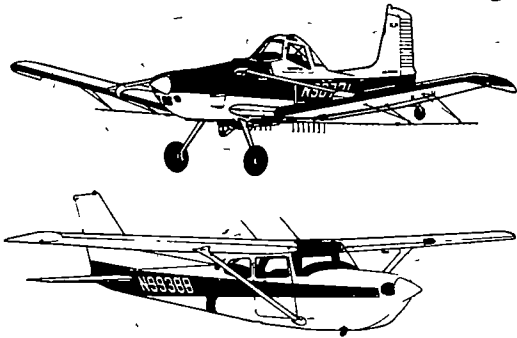
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Aviation news briefs

AIR FORCE: Is realigning its strategic forces and launching construction programs to prepare for first deployment of the B-1B Bomber and the air-launched cruise missile. For N.D. it pertains to:

1. Grand Forks AFB, N.D., will convert from 16 B-52 G's to 19 B-18's beginning in 1987. The 16 B-52's will go to the other SAC bases.

2. Minot AFB, N.D. will add two B-52 H's in 1984.

3. Bismarck's strategic training site will be deactivated in 1985.

4. Strategic training range sites will be activated at Dickinson, N.D. in 1986.

NORTHWEST: An increase of 700 employees is expected by the end of 1984, raising total employment to 15,000. Additionally, NW will receive four Boeing 747's this spring; 10 Boeing 757's in 1985 and 10 Boeing 757's in 1986.

AIR CARRIER INSPECTORS: An increase of 32.6% of the air carrier inspector work force was authorized by Transportation Secretary Elizabeth H. Dole. It is to promote a renewed effort to improve aviation safety in air carriers of all sizes, new entrants, commuters and established carriers.

PUBLIC USE AIRPORTS: Have dropped every year from the 1972 nationwide high of 6,612 to 4,812,

a 15% loss. Two thirds of the airports are unpaved. Two thirds are unlighted. Nearly 60% are neither paved nor lighted.

HALL OF FAME: The National Ag-Aviation Museum in Jackson, Mississippi is accepting nominations for its Hall of Fame. Anyone can nominate candidates and more than one nominee can be inducted from a State. Selections will be made by the Board of Directors of the Hall of Fame. Nominations must be submitted before September 1st of each year.

FRONTIER COMMUTER: Operated by Combs Airways, Inc., has expanded its passenger service to link Denver, Colorado, with Pierre and Aberdeen, South Dakota, as well as Gillette, Wyoming, and Idaho Falls, Idaho, with each city receiving at least two daily round trip flights. The Denver-based airline has designed flight schedules to allow for good flight time and convenient connections with banks of Frontier flights and other carriers serving Denver. The airline operates seven Convair 580's to 80 destinations in 27 states, Canada and Mexico.

NASAO: Shea to Stay with Airports: William F. (Bill) Shea, associated Administrator for Airports, who previously announced his intention to transfer to the

FAA Tech Center at Atlantic City, has now announced that he will remain in his present post. Speculation is that he was requested to stay on by Acting Administrator Mike Fenello in order to prevent too much disruption of internal programs while a new Administrator is getting up to speed.

BIDS FOR NEW FARGO AIR TERMINAL CONSTRUCTION TO BE OPENED MAY 17: Bids for the construction of a new west side terminal at Hector Airport in Fargo will be opened May 17, the Fargo Airport Authority learned Monday as it reviewed an updated schedule for terminal construction and related improvements.

Construction of the terminal is to commence June 1 with completion by October 1, 1985. Foss Associates Architects estimate the cost of the terminal at \$4.8 million with \$3.36 paid by the air-

port authority and \$1.44 million by the Federal Aviation Administration.

The second largest expense will be construction of airplane parking ramps and connecting taxiways. Bids for the estimated \$4.3 million project, of which the FAA will fund \$3.8 million will be opened March 26 and the work is to be done by October 15, 1984.

Other portions of the airport improvement work include \$3.4 million for the access road and security fencing, \$392,000 for an electrical vault and \$410,000 for sewer and water installation.

Of the estimated \$13,320,000 total cost of the airport improvements, \$8,249,494 is to be borne by the FAA.

Don't be a flying stranger ...continued

• In lieu of the hour requirements, a pilot may take, and pass, an instrument competency check given by an instrument flight instructor in the category of aircraft involved. All or part of this check, however, may also be flown "in a pilot ground trainer equipped for instruments, or an aircraft simulator."

All these recency requirements, however, are no more than minimums. Most of us who fly infrequently, though we may be legal, feel too uncomfortable in command of an air machine to enjoy a flight. For some, 10 hours a year is infrequent flying, while others may feel ill-at-ease in the cockpit with 50 hours in the previous year.

To resolve uneasiness in the air, the answer is almost too obvious. Fly frequently, and challenge your skills. Air time, however, can be expensive. And the building and practice of some skills comes slowly.

Obviously, practice and currency for much of what flying's all about can be handled only in an airplane. Other procedures, however, might be more readily practiced on a simulator.

A simulator will, of course, not do the job for a light airplane pilot in the practice of actual ground reference maneuvers, shortfield takeoffs, crosswind landings and other flight exercises of this sort. But a simulator of tabletop flight

trainer can run you through a series of planned instrument exercises or approaches quickly, effectively, and—compared to an airplane—cheaply. And safely too. Your simulator will forgive a mistake, your plane may not!

The FAA allows simulator time to be counted toward three of the six hours in six months required for instrument currency. Also, up to 50 hours of flight time on a ground trainer can be counted toward the 250 hours required for a commercial pilot license; and instrument student in the practice of ILS and ADF approaches. In fact, 20 of the 40 hours of instrument rating may be flown on a ground trainer.

But whether it's with a simulator or in an airplane, the value of regular flying practice can't be overstressed. Flying will, at times, present enough challenges without the added anxiety of feeling like a stranger behind the controls.

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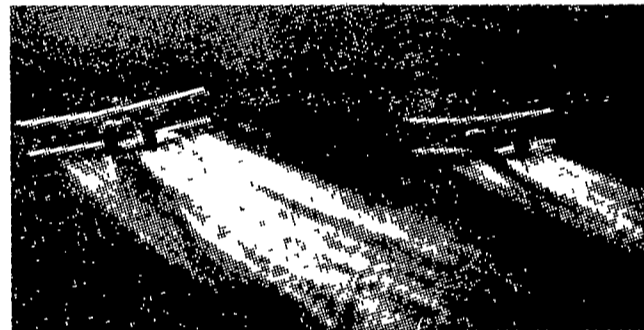
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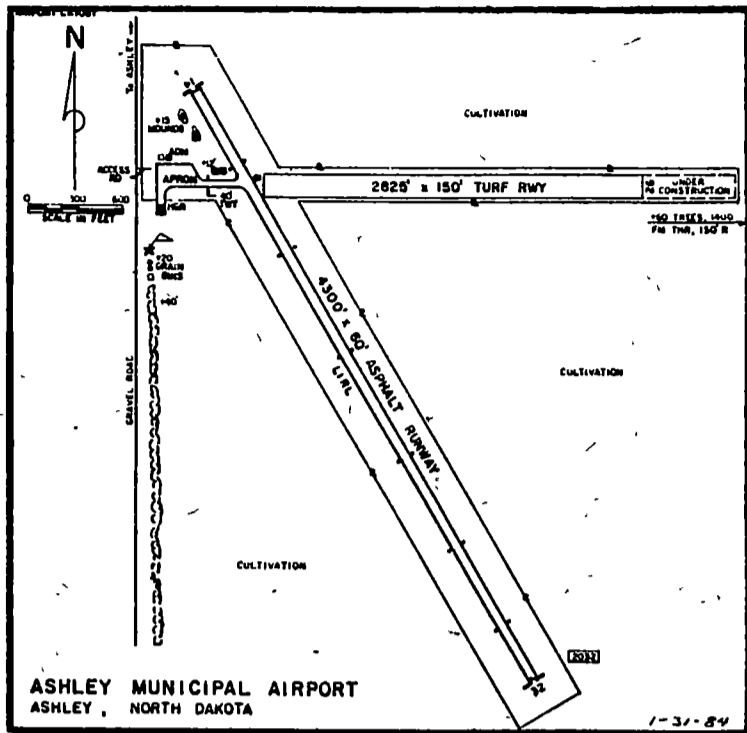


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Ashley Municipal Airport



The Ashley Municipal Airport Authority has developed for their community of 1,200 residents in South Central North Dakota a modern day airport.

The airport averages 1 to 2 visiting aircraft a day. Local activity includes crop spraying operations, agri-business sales and promotion, livestock buying, and medical services.

The Airport Authority is finalizing the project which included paving a new NW-SE 4300' x 60' asphalt runway, connecting tax-

way and apron. The runway lights and beacon were activated late last fall. An extension of the turf E-W runway is not completed as yet.

This airport development would not have been possible without the hard work of the Airport Authority, which is chaired by Oscar Rau, project coordinator. In this case, a little hard work for community support and financing provided prudent rewards.

Government may appeal plane ruling

The federal government is considering whether it should appeal a jury verdict that does not allow the government to gain ownership of a \$1 million airplane it seized more than two years ago following a drug bust, a prosecutor said Monday.

"We are still considering our options," said assistant U.S. Attorney Gary Annear.

And one of those options, he said, is to appeal the case.

On the other hand, an attorney for the owner of the airplane said his client was considering a lawsuit against the government to recoup losses suffered during the time the aircraft was out of service.

A jury of six men and six women, following a 3½-day trial last week in U.S. District Court in Fargo, decided the aircraft should be returned to its owner, ESM Aviation Inc., of Florida.

The eight-seat Rockwell International Commander was seized at Hector Airport on Dec. 20, 1981, by the federal Drug Enforcement Agency. The aircraft was confiscated after federal, state and local narcotics agents arrested three Florida men on charges of

illegal delivery of approximately \$250,000 in cocaine.

The men, who were found guilty on the charges, had chartered the airplane from Jimmy Jet Inc., of Fort Lauderdale. Jimmy Jet served as operating agent for Cav-Air Inc., which had leased the aircraft from ESM.

In its attempt to have the airplane forfeited, the government argued the owners, or the employees, of three firms were aware it was going to be used for transporting drugs. The owners denied the claim.

"I feel elated," said Fargo attorney Nicholas Spaeth, who represented the owners.

Naturally, Annear felt somewhat differently.

"We felt there was a substantial case put in to warrant the judgement of forfeiture," he said. "We didn't agree with the jury verdict..."

Annear said any decision to appeal the case would be filed before federal Judge Paul Benson enters an order releasing the airplane to ESM.

Taken from The Forum, February 28, 1984

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| 1 - 1974 235 HP | 1 - 1978 375 HP |
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GAA safety improves again in 1983

The National Transportation Safety Board reported in January that general aviation accident statistics for 1983 were the lowest ever, "except for a fractionally lower fatal accident rate in 1979," in every measure that the agency tracks. The GA rate of 9.4 total accidents per 100,000 hours flown was 6% lower than in 1982; the fatal accident rate of 1.67 per 100,000 hours was down 7%. Although the air taxi rate of 4.55 accidents per 100,000 hours flown was up 12% over 1982, the fatal accident rate per 100,000 hours was 2% lower, at 0.90. Numbers of accidents are listed below. (For accident statistics on regional and major air carriers, see ASM's Airline Update department).

GENERAL AVIATION ACCIDENTS

	1983	1982	%-Change
Total	3,091	3,216	-3.8
Fatal	578	548	-5
Fatalities	1,049	1,161	-9.6

NONSCHEDULED PART 135 OPERATIONS (Air Taxis)

	1983	1982	%-Change
Total	141	133	+6
Fatal	28	30	-6.7
Fatalities	60	70	-14.3

(Source: Airport Services Management, February 1984)



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Proposed tax boost could cripple general aviation

The Congressional Budget Office (CBO), which last May recommended slowing the growth of general aviation by boosting its taxes 1,000 percent is at it again.

A new report from the CBO proposes to sharply raise general aviation taxes through higher fuel levies or such alternatives as peak-hour landing fees, charge for ATC services and a sales tax for new aircraft and avionics equipment. At the same time, however, it would reduce present taxes for users of the airlines.

The report says that general aviation presently pays 3.3 percent of federal aviation services and arbitrarily decides it should instead pay 27 percent - an 800 percent increase that would boost federal taxes on general aviation fuel from the present 12 cents per gallon (14 cents for jet fuel) to \$1 a gallon. "Such a proposal is so outlandish it's laughable at first," said AOPA President John L. Baker. "However," he added, "in light of the economic distress in the country right now, we cannot ignore it for one second, for it could snowball into something that could sound the death knell for general aviation as we know it."

Baker asserted, "I assure you that AOPA is going to fight such a proposal aggressively from this day forward."

Baker emphasized that, even though general aviation provides most of the country's intermediate and short-haul air transportation needs, the costs attributable to it are at best an incremental amount of the system's total needs. Even if general aviation disappeared, he said, the entire air traffic control system would still be required to meet air carrier needs.

AOPA - February

Cessna to lay off 750

Cessna Aircraft will lay off 750 employees and suspend production of light single-engine aircraft for three months beginning April 1, an official of Cessna told GAN recently.

Many of Cessna's light singles are produced at the firm's Strother Field facility near Arkansas City, about 50 miles south of Wichita. According to local observers in Arkansas City and Winfield, about 10 miles north, the shutdown was not a surprise.

"For the past two or three years they haven't been doing much out there," said Martin Putney, publisher of the Arkansas City Traveler. "They overbuilt out there during the fat times, and now the interest rate's hurting them. I think they're going to have to get a few points off the interest rate before they can start selling those \$30,000 - \$40,000 airplanes."

Putney and Chris Riggs of near-by Winfield said that most of the af-

Tips on winter flying

Most pilots are, of course, familiar with winter conditions in their particular area. But a flight distance of relatively few miles may change the environment enough to present new problems to the inexperienced pilot.

There are certain precautions pilots can take to make their winter flying safer and more enjoyable. Flight planning during winter months requires special knowledge if the pilot is to protect his aircraft, himself and passengers.

A good place to open a discussion on winter flying tips is to review the pilot's operating handbook for the model of aircraft being flown. Many handbooks contain a wealth of useful information about winter operations. Aircraft manufacturers generally can predict their product's performance in temperature extremes and outline precautions to be taken to prevent premature failures.

For example, some manufacturers recommend the use of various baffles, winter fronts, and winterizations plates, such as oil cooler covers. FAA approval is required for installation of these devices, unless the aircraft manufacturer has provided the approval. When baffles are installed on an aircraft, a cylinder-head temperature gauge is recommended, particularly if wide temperature differences are to be encountered.

Be sure to check the pilots, operating handbooks for the proper weight oil to be used in low temperature ranges. The crankcase breather deserves special consideration in cold weather preparation. A number of engine failures have resulted from a frozen crankcase breather line, which causes pressure to build up, sometimes blowing the oil filler cap off or rupturing a case seal, causing loss of oil supply.

The water that causes breather line freezing is a natural by-product of heating and cooling of engine parts. When the crankcase vapor cools, it condenses in the breather line, subsequently freezing it closed. Special care is recommended during preflight to assure that the breather system is ice-free.

Check all hose lines, flexible tubing and seals for deterioration. Make a thorough inspection, too, of the heater system to avoid the possibility of deadly carbon monoxide gas entering the cabin.

Because of contraction and expansion caused by temperature changes, control cables should be properly adjusted to compensate for the temperature changes encountered.

Propeller control difficulties can be experienced due to congealed oil. Caution should be taken when intentionally feathering propellers, for whatever purpose, to assure that the propeller is unfeathered before the oil in the system becomes congealed.

Wet-cell batteries require special consideration during cold weather. It is recommended that they be kept fully charged or be removed from aircraft parked outside to prevent loss of power caused by cold temperatures and the possibility of freezing.

During thawing conditions, mud and slush can be thrown into the wheel wells during taxiing and takeoff. If frozen during flight, this mud and slush could create landing gear problems. Pilots may wish to consider removing the wheel pants of fixed-gear aircraft to prevent the possibility of frozen substances locking the wheels or brakes.

Fuel contamination is always a possibility in cold climates. Even with the best of fuel and delivery precautions, if the aircraft has been warm and then is parked with half empty tanks in the cold, the possibility of condensation of water in the tanks exists.

It may be advisable to preheat the aircraft engine and cockpit before attempting a winter start. Extreme caution should be used at all times when preheating an aircraft; manufacturer's recommendations should be followed to the letter. Use only heaters that are in good conditions and do not place heat ducting so it will blow hot air directly onto parts such as flexible fuel, oil and hydraulic lines.

If attempting a start without preheat, be careful not to overprime the engine. Overpriming may result in washed-down cylinder walls, possible scouring

of the walls, poor compression and, consequently, harder starting. Aircraft fires have been started by overpriming, when the engine fires and the exhaust system contains raw fuel.

Radios should not be tuned prior to starting. Indeed, they shouldn't even be turned on until the aircraft has been permitted to warm up for a few minutes.

Don't try to take off with even the most minute dusting of frost on the wing surface. And don't count on the takeoff roll to blow snow off the wings. All snow, ice and frost must be removed from the aircraft prior to flight because if it is left one, it can seriously affect lift.

If the aircraft is placed in a heated hangar to melt off the snow and ice, make sure the water does not run into the control surface hinges or crevices and freeze when the aircraft is taken outside.

If an aircraft is parked in an area of blowing snow, special attention should be given to openings in the aircraft where snow can enter, freeze solid, and obstruct operation. These openings should be free of snow and ice before flight. A few such areas includes the pilot tube, heater intake, carburetor intake, elevator controls, and main wheel and tail wheel wells, where snow can freeze around elevator and rudder controls.

Fuel tank vents also should be checked before each flight. A vent plugged by ice or snow can cause engine stoppage, collapse of the tank, and possibly result in expensive damage.

Winter Flying Continued on page 12

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Continued on page 11

Commuter airlines to plug the gaps

BY RUTH HAMEL

Commuter airlines will grow faster than big carriers in the next 10 years, flying smaller planes into abandoned markets and taking a bigger chunk of the USA's air passengers.

So says the Federal Aviation Administration in its 1984 forecast of the aviation industry. The report will be released Thursday at a Washington seminar for airline industry representatives.

Looking ahead to 1995, the FAA sees strong growth for the industry and continued competitive pressure for the airlines.

But the agency notes in its report, "The only thing certain about the structure of the airline industry is that it is certain to change. For better or worse, the dynamic transition that has taken place within the industry since deregulation can be expected to continue for some time into the future."

That means more mergers and bankruptcies and more low-cost airlines.

It also means better fares and more frequent flights, according to the FAA.

Although fares will increase, low-cost airlines will pressure the

big carriers, preventing jumps in ticket prices.

Even though commuter lines will fly more routes, they will "continue to serve primarily those markets under 200 miles," the FAA says.

By 1995, commuter airlines will carry 8.5% of all scheduled domestic passengers, up from 6.7% this year.

The FAA also predicts:

■ After a 1983 decline, jet fuel costs this year will start moving up moderately. Fuel costs today make up more than a quarter of the airlines' costs.

■ Domestic passenger boardings will grow at an annual rate of 4.6% to 497.8 million passengers in 1995. International boardings will grow faster at a 4.9% annual rate to 37.4 million in 1995.

■ The commercial airline fleet will grow to 3,329 in 1995 from 2,556 in 1983. The largest growth will be in two-engine, narrow-body jets like Boeing's 737, reflecting the demand for more flights and smaller planes since deregulation.

Taken from USA TODAY, February 22, 1984

Revived Braniff returns to skies

Grapevine, Texas (AP) — Two years after its wings were clipped in bankruptcy court, a streamlined and rejuvenated Braniff, Inc. returned to the skies Thursday — a few minutes late — with 30 planes and 2,200 employees.

"Only in America could something like this take place. Only the American economic system allows people a second chance," Braniff president William Slattery said at Dallas-Fort Worth Regional Airport here.

Braniff had been the nation's eighth-largest airline when it collapsed in 1982 under a \$1 billion debt. The airline reorganized in bankruptcy court and resumed service at one-third its previous size with significantly lower cost.

The first flight, scheduled to depart for New Orleans at 6:50 a.m., pushed off from the gate about 10 minutes late because flight attendants couldn't get reporters off the aircraft, Braniff officials said.

EAA changes address with move to Wittman

The Experimental Aircraft Association has completed its move to Wittman Airfield in Oshkosh, Wis., according to a statement by the association.

Effective January 9, the EEA's mailing address is: EEA Aviation Foundation, Wittman Airfield,

Oshkosh, Wis. 54903-2591. The Association's foundation address is: EAA Aviation Foundation, Wittman Airfield, Oshkosh, Wis. 54903-3065. EAA's new telephone number is: (414) 426-4800.

Source: Aviation Magazine, February 1984

Super King Air 300 heads Beechcraft King Air line

WICHITA, KS — The Beechcraft Super King Air 300 is the new flagship of Beech's enormously successful King Air line with greater speed, more useful load and a cabin environment substantially improved over other King Air Models.

Introduced this year, the Super King Air 300 is powered by Pratt & Whitney PT6A-60A engines, flat-rated to 1,050 shaft horsepower each, and turning four-blade Hartzell propellers. It has a top speed of 317 knots (365 miles-per-hour), 23.5 knots (27 miles-per-hour) faster than the Beechcraft Super King Air B200.

Certified to (S) FAR-41C, the 300 has a gross weight of 14,000 pounds, and a standard-equipped useful load of 5,180 pounds.

The typically-equipped 300 is the only jetprop in its class that offers its operator the flexibility to fill the fuel tanks, fill the passenger seats, fill the baggage space to its 550-pound maximum and still operate easily within the airplane's center-of-gravity and gross-weight limitations.

At maximum-range power, the aircraft can fly 1,960 nautical miles (2,255 statute miles) with reserves.

The Super King Air 300 is capable of climbing at 2,844 feet-per-minute from sea level at gross weight. Its single-engine best rate of climb is 867 feet-per-minute at gross weight. Service ceiling is above 35,000 feet. Single-engine service ceiling is 22,878 feet.

Takeoff distance at gross weight and without flaps at sea level on a standard day is 2,042

feet, with 2,803 feet required to clear a 50-foot obstacle. With 40-percent flaps extended, takeoff distance is shortened to 1,576 feet and 2,208 feet to clear a 50-foot obstacle.

Landing distance is 6,686 feet without reversing, and 2,907 feet over a 50-foot obstacle.

Accelerate/stop distance is 3,682 feet with 40 percent flaps extended.

Although its size and shape are similar to the B200, the Super King Air 300 is readily identifiable by its "pitot cowls," which have 70 square inches of inlet area, as opposed to the B200's 88 square inches.

The pitot cowl provides much better ram recovery of inlet air than the earlier design. The Super King Air 300's inlet efficiency is approximately 95 percent.

Other visible external differences between the Super King Air 300 and the B200 include a five-inch forward extension of the in-board wing leading edge, and the position of the propellers, which is 5.2 inches further forward, owing to the greater length of the 300's turbine engines.

Landing gear on the Super King Air 300 is hydraulically actuated, and retracts in four to five seconds. When retracted, the wheels are fully enclosed within the landing gear doors.

A three-bus electrical system provides greater redundancy and system flexibility.

Continued on page 11

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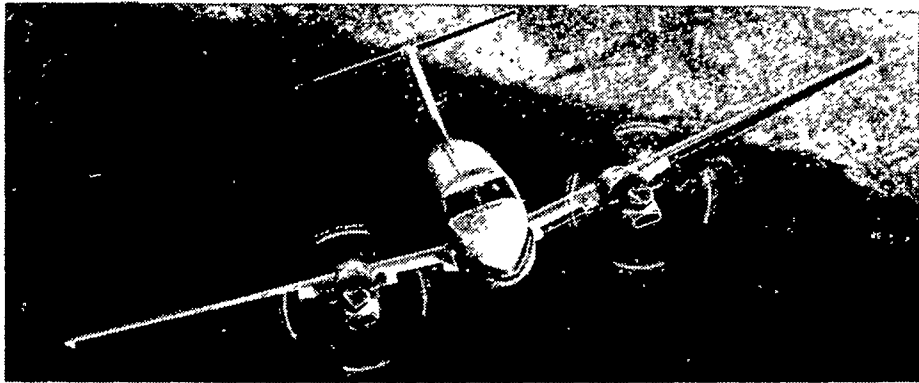
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Super King Air 300 continued from page 10



Beechcraft Super King Air 300

The Super King Air 300 features a new interior with improved acoustics, thermal protection, serviceability, aesthetics and reduced weight over the B200.

Single-piece upper sidewall panels replace the individual window frames of the B200 to give the Super King Air 300 a more spacious appearance. The panels are covered in a new, soft-touch fabric.

Also contributing to the more spacious feel of the King Air 300's cabin environment is a new overhead indirect lighting system that extends from the cockpit partition all the way to the aft baggage area. The lights are rheostat controlled, so their intensity can be varied to create the desired cabin environment.

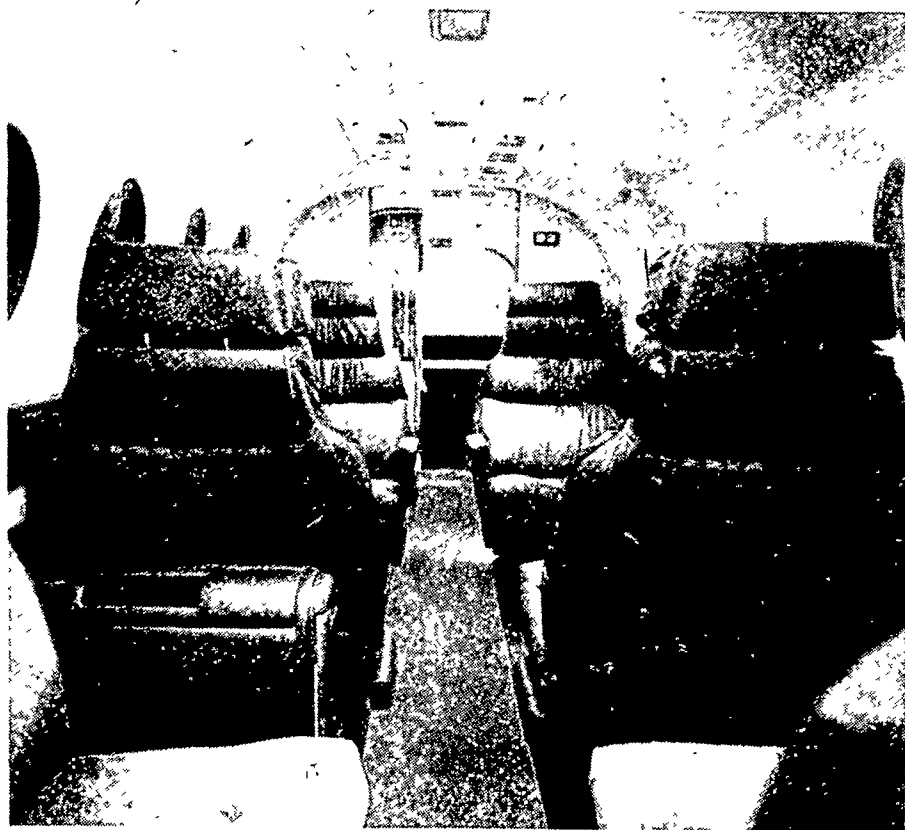
Interior cabinetry has been redesigned for smoother operation and more efficient storage. A new stereo system, complete with graphic equalizer, is mounted in a cabinet between the couch and rear club section. Overhead speakers provide a substantial improvement in audio fidelity.

Larger executive tables provide for a more efficient work area in the rear club section. The tables contain new magnetic game boards, and the airplane comes equipped with checkers and a Staunton chess set.

Cabin seats have been redesigned to provide more efficient use of space and better body support. Each seat contains an inflatable lumbar support adjustment. Seat controls are all located on the arm rest, and lateral tracking is now standard. Other seat adjustments include fore-and-aft and reclining movement.

Arm rests stow under the seats when not in use, and operate on efficient roller-bearing tracks. Seats are upholstered in either fabric or leather as standard. The leather is sewn in a gathered look to take advantage of the natural fine-quality appearance of the material.

The couch and vestibule seat have also been redesigned to provide a more comfortable seating position.



Interior of Super King Air 300, looking aft

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Cessna to lay off 750

(Continued from page 9)

affected workers had been with Cessna only a short time, and that some had been laid off previously.

"About a year ago, they said they were going to hire 175 of them back," Putney said.

Riggs added that some of the laid-off workers had only been back on the job two days before receiving notice of the latest layoff.

Cessna currently employs almost 7,300 aircraft workers from the Wichita area, a spokesman for the aircraft firm said, which is an increase of some 2,300 workers over what the company employed at this time last year.

Cessna said the reason for the suspension was "continuing

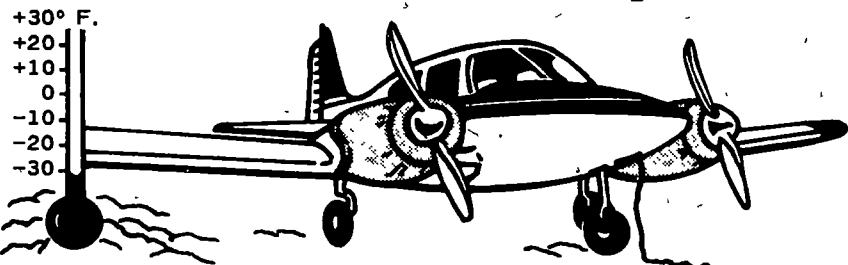
depressed piston aircraft sales activity." The company's Pawnee Division, which includes locations both in Wichita and at Strother Field, produces all of Cessna's single-engine piston aircraft and the Crusader light twin.

Cessna says that work will continue at the company's Pawnee and Wallace divisions on new product development, including the new Caravan I.

In January, Cessna announced it had resumed production of three of its twin-engine piston models. Production of most twin-engine Cessnas had been suspended since the summer of 1982.

General Aviation News - March 12

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Winter Flying

(Continued from page 9)

Cold weather is hard on all of us, unless we take precautions to protect ourselves. An aircraft is no different. Conducting a thorough preflight - even when the cold makes you want to hurry through the job - is an absolute

necessity. From that point on, it's just a question of common sense and applying safety precautions gleaned from your experience and that of other pilots.

AVEMCO Insurance Company
AOPA - February 1984

A 'best year' for general aviation safety

Last year's general aviation accident record was recognized by the National Transportation Safety Board (NTSB) as an exceptionally low one. Reporting on the 1983 accident statistics, the Board said, "General aviation's

rate of 9.4 total accidents per 100,000 aircraft hours was down 6% from 1982, and was the lowest ever." The rate for fatal accidents was 1.67 per 100,000 hours, a 7% drop from 1982.

AOPA - February 1984

AOPA guidelines help lift ultralight ban

Ultralights were granted access to Manteo, North Carolina, Airport recently, when officials reversed an earlier ban. The new arrangement includes a proviso that each ultralight pilot/owner participate in the AOPA Air Safety Foundation's pilot and vehicle registration programs, obtain a briefing on airport operating rules and show proof of liability insurance.

The decision at Manteo joins similar agreements in Redlands, California; Gwinnett County, Georgia; Concord, New Hampshire; and many other airports, all instances where the general aviation community recognized the viability of AOPA Air Safety Foundation's basic ultralight programs.

AOPA - February 1984

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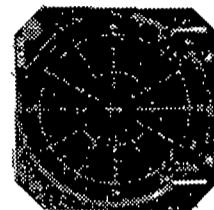
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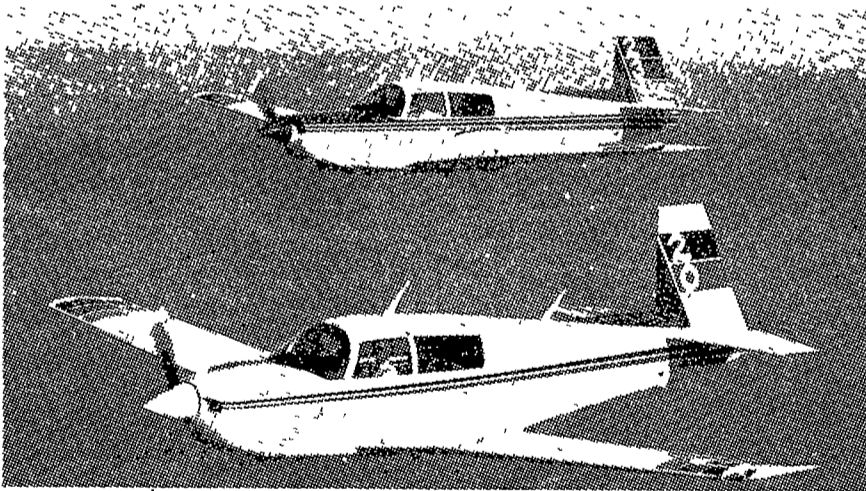
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