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 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 the planning stages or upgrading its facilities.

Northern starts new commuter service

At the inaugural flight of Northern Airways new commuter service Lr. 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.

Ribon cutting ceremonies were also held in Fargo and Grand Forks. Fargo City Commissioner Gip Bismenchenk, Charles Bohnet, Fargo’s Chamber of Commerce President and John Campbell the Executive Director.
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 Mittlestedt 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 competitions for small airplanes the casino will host this year.

Northern Airways

Continued from page 1

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 people using the new service the first year. Northern is presently using Piper Navajo Cheiftans 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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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 made them wide open and should be filled before the spring rains. The Airport Authority will also look at a hangar layout plan.

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

HAZELTON 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 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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<thead>
<tr>
<th>TRAFFIC CONTROL PAINTING &amp; STRIPING - LAYOUT &amp; DESIGN</th>
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<td>Our Tenth Year</td>
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<th>JOHN T CARTWRIGHT, M.D.</th>
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<td>PHONE 701-5300</td>
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<td>Cannon Building - P.O. Box 2744</td>
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<td>Bismarck, ND 58502</td>
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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 negotiations 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 latest demand 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 concessions that would improve operating results by about $100 million annually.

Republic had more than $267 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.

Unless it is called the initial plan unacceptable. They hired consultants and met with airline management to work out their own plan.

AP - Minneapolis

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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 adaptability.

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 lowest 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 takeoff & 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
Aviation news briefs

AIR FORCE: Is realigning its strategic forces and launching construction programs to prepare for future deployment of the B-1 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-1's beginning in 1987. The 16 B-52's will go to the other SAC bases.


3. Bismarck's strategic training site will be desactivated 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 at SeaTac to 4,812. An additional, NW will receive four Boeing 747's this spring; 10 Boeing 767's in 1985 and 15 Boeing 757's in 1988.

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 Aviation Museum in Jackson, Wyo., 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 Conair 90's to 60 destinations in 27 states, Canada and Mexico.

NASA: 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 Penello 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 airport 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, $9,249,494 is to be borne by the FAA.

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PAGE 5
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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 31/2-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 Cavi-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 Speth, who represented the owners.

Naturally, Annear felt somewhat differently.

"We felt there was a substantial case put in to warrant the judgment 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.

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 0.80. Numbers of accidents are listed below. (For accident statistics on regional and major air carriers, see ASM's Airline Update department).

**GENERAL AVIATION ACCIDENTS**

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<td>3,091</td>
<td>3,216</td>
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<tr>
<td>1982</td>
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<td>-3.8</td>
</tr>
<tr>
<td>Fatal</td>
<td>578</td>
<td>594</td>
</tr>
<tr>
<td></td>
<td>-5</td>
<td></td>
</tr>
<tr>
<td>Fatalities</td>
<td>1,049</td>
<td>1,161</td>
</tr>
<tr>
<td></td>
<td>-9.6</td>
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**NONSCHEDULED PART 135 OPERATIONS**

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<th>Year</th>
<th>Total</th>
<th>-% Change</th>
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<td>133</td>
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<tr>
<td>1982</td>
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<td>-6</td>
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<tr>
<td>Fatal</td>
<td>28</td>
<td>30</td>
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<tr>
<td></td>
<td>-7</td>
<td></td>
</tr>
<tr>
<td>Fatalities</td>
<td>70</td>
<td>82</td>
</tr>
<tr>
<td></td>
<td>-16</td>
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(Source: Airport Services Management, February 1984)
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 flight more enjoyable. Flight planning during the winter months requires special knowledge if the pilot is to protect his aircraft and himself.

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 products' performance in temperature extremes and outline precautions to be taken to prevent premature failures.

For example, some manufacturers recommend the use of the $1 per gallon gas, 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 changes 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 filter 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 is lost in a 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 fueling 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 unfrozen before the oil in the system becomes congealed.

- Wet-cell batteries require special consideration during cold weather. It is recommended that they be 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 landing 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 condition and do not place hot ducting so that it cannot blow hot air directly onto parts such as flexible fuel, oil and hydraulic lines.

If attempting a start without preheat, be careful not to overrev the engine. Overrevving may result in washed-down cylinder walls, possible scorching of the walls, poor compression and, consequently, harder starting. Aircraft fires have been started by overrevving, when the engine fires and the exhaust system contains raw fuel.

Radio signals should 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 on, 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 clevices 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 sealed and checked with a thermometer before flight. A few such areas includes the pilot's tubes, heater inlet, carburetor intake, elevator controls, and main wheel and tire wells, where snow can freeze around elevator and rudder controls.

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

Winter Flying

Continued on page 12
Commrter 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 1986, the FAA sees strong growth for the industry and continued competitive pressure for the airlines.

The agency notes in its report, "The only thing certai 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% of all scheduled domestic passengers, up from 6% this year.

The FAA also predicts:

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

- Domestic passenger boardings will grow at an annual rate of 4.6% to 497.8 million passengers. Domestic boardings will grow faster at a 4.9% annual rate to 37.4 million in 1989.

- The commercial airline fleet will grow to 3,329 in 1995 from 2,550 in 1983. The largest growth will be in the 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 Blatterty said at Dallas-Fort Worth Regional Airport here.

EAA changes address with move to Wittman

Rep. Bruce Agten, Wausau, Wis., says that EAA’s move to Wittman Field in Oshkosh, Wis., is about to be completed, according to the association.

Effective January 9, the EAA’s mailing address is: EAA Aviation Foundation, Wittman Field, Oshkosh, Wis. 54903-3065. EAA’s new telephone number is: (414) 426-4800.

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 turboprop line with greater speed, more useful load and a cabin environment substantially improved over the King Air Models.

Introduced this year, the Super King Air 300 is powered by Pratt & Whitney PT6A-60A engines, flat-topped to 1,050 shp/1,000 shp 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 B200.

Certified to (5) FAR 41C, the 300 has a gross weight of 14,000 pounds, and a standard-equipped useful load of 5,490 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 595 cubic foot maximum and still operate easily within the airplane’s center-of-gravity and gross-weight limitations.

At maximum-range power, the aircraft can fly 1,500 nautical miles at 320 knots with reserves. The Super King Air 300 is capable of climbing at 2,444 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 2,603 feet required to clear a 50-foot obstacle. With 40-percent flaps extended, takeoff distance is shortened to 1,576 feet and 2,206 feet to clear a 50-foot obstacle.

Land distance is 6,686 feet without reversing, and 2,907 feet over a 50-foot obstacle. Accelerated to 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 cows," which have seven square inch area of inlet, as opposed to the B200’s 88 square inches.

The pitot cow 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 mainboard wing leading edge, and the position of the intake propellers, which is 5.2 inches further forward, owing to the greater length of the 300’s turbine engines.

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

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

Continued on page 11

PIPER

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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 rheostate 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 substantial improvement in audio fidelity.

Cessna to lay off 750

(Continued from page 9)

fected 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 2,800 workers over what the company employed at this time last year.

Cessna said the reason for the suspension was "controlling 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 twin.

Cessna says that work will continue at the company's Pawnee and Wallace divisions on new product development, including the new Cessna 560.

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 1978.

General Aviation News - March 12

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Interior of Super King Air 300, looking aft

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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.

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 guidelines help lift ultralight ban

Ultralights were granted access to Manteno, North Carolina, Airport recently, when officials reversed an earlier ban. The new arrangement includes a provision 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 Manteno 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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