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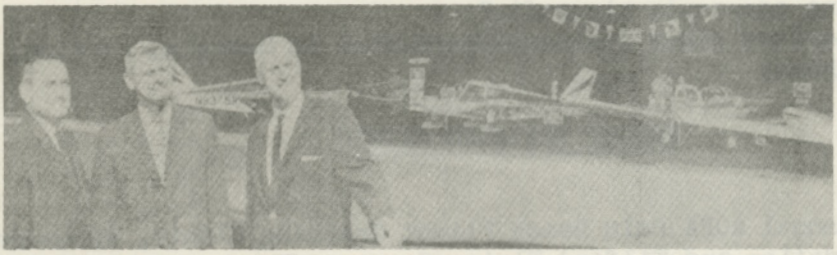
South Carolina AVIATION News Letter

PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

G. C. MERCHANT, JR., DIRECTOR J. F. BARRY, ASSISTANT DIRECTOR

VOL. 18 JANUARY, 1967 NO. 1

HAWTHORNE COMPLETES EXPANSION



Left to right are Vernon B. Strickland, executive vice president and general manager; Leo Carver, vice president; and Beverly E. Howard, president.

Hawthorne Aviation has completed a move into new and expanded facilities recently constructed at the Charleston Municipal Airport.

Mayor J. Palmer Gaillard and Beverly E. Howard, president of Hawthorne Aviation, visited the faculty recently to mark the end of an extensive modernization program begun last June.

At the same time it was announced that Vernon B. Strickland, vice president and general manager of the local faculty, has been promoted to executive vice president of Hawthorne Aviation. A Charleston native, he has been with Hawthorne 17 years.

The modernization program included the removal of an old World War II hangar and construction of a new hangar with 12,000 square feet of

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space, construction of a 4,000 square foot office, the resurfacing of existing taxiways and the construction of additional ones and the installation of additional drainage facilities.

Hawthorne Aviation has been at the airport since 1932 and, according to Strickland, now offers a complete general aviation sales and service operation there including flight training, air taxi, complete aircraft maintenance, aircraft accessories and parts supply and complete electronic installation and repair. All of the above departments are FAA approved and certified, Strickland said.

Hawthorne offers complete ramp and fuel service on a 24 hour a day, seven day a week basis, he said.

"The ramp service is capable of servicing everything from the smallest aircraft up to and including large corporate and airline jets," Strickland said.

"Also operating from the Charleston base is a three-state sales organization which merchandises the complete line of Piper aircraft," Strickland added, "from the small single seat special purpose airplane to the large multi-engine corporate aircraft."

Hawthorne operates other business operations in Georgia, Florida, Alabama and Oklahoma.

FLIGHT TRAINING CLINIC

The fourth annual AOPA Palm Beach Flight Training Clinic, sponsored by the AOPA Foundation and Tilford Flying Service, Inc., will be held January 12, 13, and 14. Six important flight training courses will be offered. These courses are: AOPA 360° Rating Course, AOPA Instrument NAV/COM Course, AOPA Instrument En Route Procedures Course, AOPA Instrument Approach Procedures Course, AOPA Instrument Pilot Refresher Course, AOPA Pinch-Hitter Course. A new course will also be offered at this clinic. This is the AOPA Instrument Written Examination Course and consists of 28 hours of classroom instructions to prepare the pilot to take the FAA Instrument Pilot Written Examination.

Lodging will be available at the luxurious Palm Beach Tower. Transportation to and from the hotel and airport will be furnished. The flight training will be conducted at Tilford Flying Service, Palm Beach International Airport. For further information write Mr. James Tilford, President , Tilford Flying Service, Palm Beach International Airport, West Palm Beach, Florida.

FLIGHT INSTRUCTORS ASSOCIATION FORMED

WASHINGTON, D. C. - Establishment of a national organization designed to help achieve professional status for the nation's forty-eight thousand licensed flight instructors grew out of a recent instructors' recertification course held in Las Vegas, Nev.

The course, sponsored jointly by the National Aviation Trades Association (NATA), the AOPA Foundation, Inc., Link Foundation, Ohio State University, Nevada Southern University and the Federal Aviation Agency, was held in conjunction with the annual NATA-National Air Taxi Conference (NATC) convention. One hundred thirty seven flight instructors from 17 states participated in the recertification course and the founding of the National Association of Flight Instructors.

At that initial meeting, a constitution was drawn up, major objectives were outlined, and officers were elected to serve the new organization for the coming year.

The preamble to the constitution adopted by the new group states, in part: "This association recognizes the flight instructor as a professional person and, as an assembly of such persons, is committed to help instructors achieve and maintain high professional standards, to establish a code of ethics for the benefit of both the public and the profession, to provide a means of self-discipline within the organization, to work for greater safety in aviation, and to promote the aviation industry." It also stipulates that the association shall in no way be involved in labor relations of any sort.

Five major objectives the NAFI hopes to achieve parallel that constitutional statement. They are:

(1) To gain recognition for flight instruction as a profession and to help the instructor understand, achieve and maintain the recognized standards of his professtion. (2) To have a central point for dissemination of knowledge, methodology and new information relative to flight instruction. (3) To consult and cooperate with the Federal Government for improved legislation concerning pilot training, certification, and aviation regulations. (4) To work with all segments of the industry for improvement of flight education, efficiency and safety. (5) To encourage interchange of ideas with other flight instructors, through informal fellowship and formal educational opportunities provided by local chapters.

Officials elected to serve the association were the Rev. R. E. Lanham, Indianapolis, Ind., president and chairman of the board of directors; Harry L. Riggs, Jr., Erlanger, Ky., secretary; Arthur Cushman, Poughkeepsie, N. Y., treasurer; and as board members, Jack J. Eggspuehler, Columbua, O., Ralph F. Nelson, Washington, D. C., Riley K. McGraw, Clearwater, Fla., Cliff Green, Austin, Tex., Fred A. Morgan, Rockland, Calif., M. V. Harris, Wichita, Kan., and Max Coffey, Ozark, Ala.

FEDERAL AVIATION AGENCY
INSTRUMENT PILOT EXAM-O-GRAM* NO. 3

Radio Communications Failure

Applicants for the Instrument Pilot Written Examination should be familiar with the current regulations relating to two-way communications failure. The regulations and procedures are given in FAR 91.127 and are detailed in the Airman's Information Manual. You will be better prepared to deal with a communications malfunction if you study each of the procedures relating to route, altitude, approach, and holding, applying them to specific flight problems such as the one following:

* * * * * * * *

SITUATION - IFR flight plan from Will Rogers Airport, Oklahoma City, Oklahoma, to Wichita Municipal Airport, Wichita, Kansas, with the following altitude and route requested (see enroute chart segment, reverse): 7000 OKC V77ICT

You are ready for south takeoff and receive the following clearance:

ATC CLEARS SLIPSTREAM 456 DELTA TO THE MAYFIELD INTERSECTION VIA V77, MAINTAIN 7000, TURN RIGHT AFTER DEPARTURE, PROCEED DIRECT TO OKC VORTAC, CLIMB ON COURSE, DEPARTURE CONTROL FREQUENCY WILL BE 121.1.

After takeoff you turn right toward the VORTAC, contact Departure Control, and are advised as follows:

RADAR CONTACT, TURN RIGHT HEADING 350° FOR VECTOR TO V77.

You acknowledge the heading, start the turn, and receive the following transmission:

456 DELTA, REPLY NOT RECEIVED, IF YOU HEAR ME TURN LEFT HEADING 320°, OVER.

You acknowledge the heading and turn to 320°. Departure Control calls again:

456 DELTA, TURN OBSERVED, UNDERSTAND TRANSMITTER MALFUNCTION, TRANSMIT 119.3 or 118.3 IF UNABLE, MAINTAIN HEADING 320°.

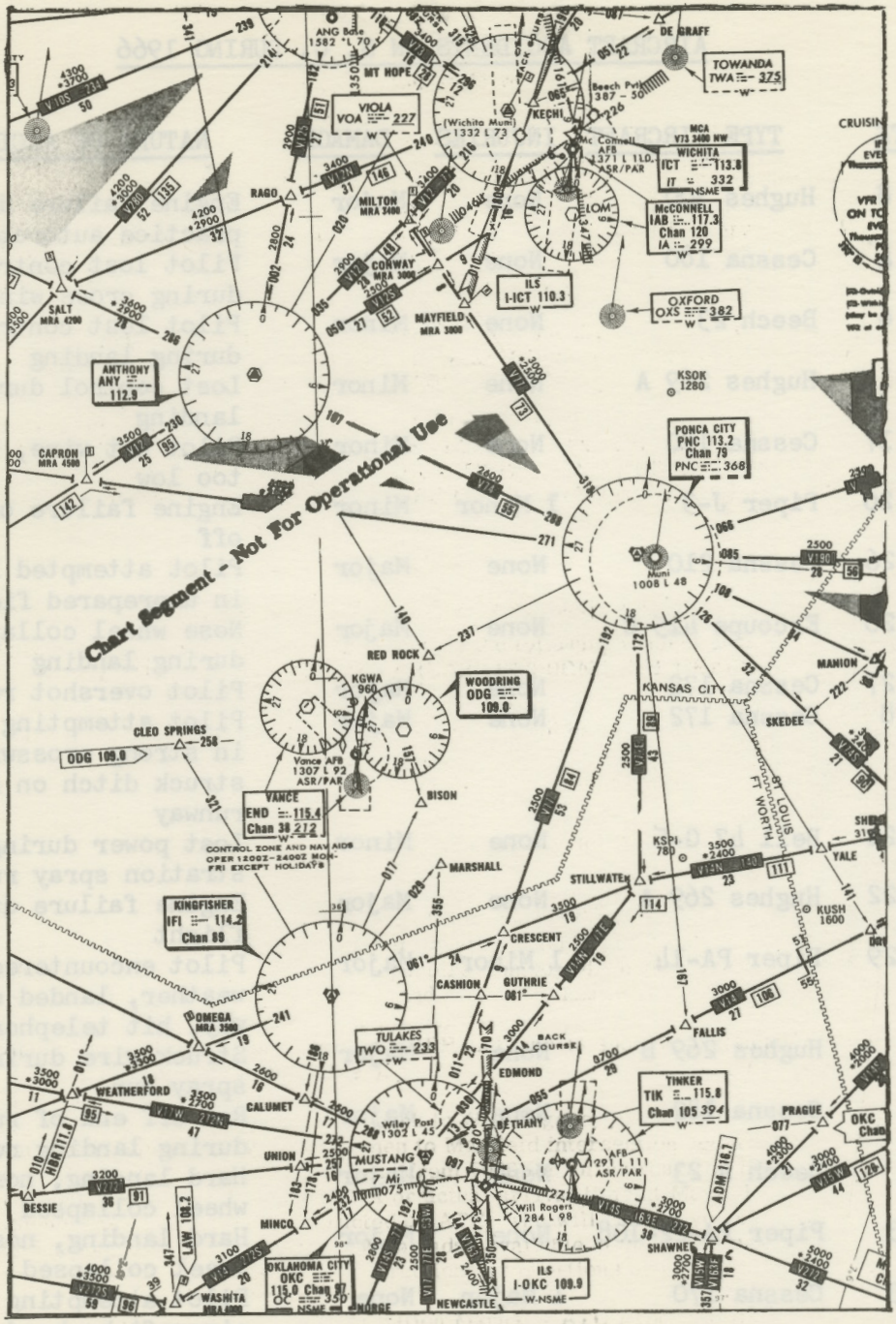
You check your electrical system and transmitter, but fail to establish two-way communications. Your communications and navigational receivers are operating normally.

* * * * * * * *

WHAT DOES ATC EXPECT YOU TO DO? What you should do will depend upon a variety of factors, including enroute and terminal weather, available ATC facilities, and navigational equipment available in the aircraft. Departure Control will expect you to proceed according to one of the following alternatives, and will notify Kansas City ARTCC of your transmitter failure and of your observed intentions.

1. If flying under VFR conditions, continue VFR and land as soon as practicable (see AIM for meaning of "practicable").
2. If flying under IFR conditions,
   a. you will be offered a radar vector back to Will Rogers Airport, or
   b. you can proceed directly to V77, then to Mayfield intersection according to ATC clearance. Start the descent from 7000 for an approach on the ICT localizer at flight planned ETA or actual arrival time at Mayfield, whichever is later--or as instructed by ATC, who will contact you on the enroute NAVAID frequency. With radar available at your destination, you can acknowledge ATC instructions or questions by executing heading changes as directed.

REFERENCES - FAR 91.127 and Airman's Information Manual - ATC Procedures.



Prepared by - FAA Operations Airman Examination Section

AIRCRAFT ACCIDENTS IN S. C. DURING 1966

DATE	TYPE AIRCRAFT	INJURIES	DAMAGE	NATURE OF ACCIDENT
Jan. 8	Hughes 300	None	Major	Engine failure during practice autorotation
Feb. 4	Cessna 180	None	Major	Pilot lost control during cross wind landing
Feb. 6	Beech 23	None	Minor	Pilot lost control during landing
Feb. 14	Hughes 269 A	None	Minor	Lost control during landing
Feb. 17	Cessna 150	None	Minor	Pilot hit wire, flying too low
Feb. 20	Piper J-3	1 Minor	Minor	Engine failure on take-off
Feb. 26	Cessna 210	None	Major	Pilot attempted landing in unprepared field
Mar. 20	Ercoupe 415 C	None	Major	Nose wheel collapsed during landing
Mar. 27	Cessna 172	None	Major	Pilot overshot runway
Apr. 8	Cessna 172	None	Major	Pilot attempting takeoff in strong crosswind, struck ditch on side of runway
Apr. 21	Bell 47 G-5	None	Minor	Lost power during demonstration spray run
Apr. 22	Hughes 269 A	None	Major	Engine failure during flight
Apr. 29	Piper PA-14	1 Minor	Major	Pilot encountered bad weather, landed on highway, hit telephone pole
May 4	Hughes 269 B	None	Major	Struck wire during spray run
May 4	Cessna 182	None	Major	Ran off end of runway during landing roll
May 5	Beech A 23	None	Major	Hard landing, nose wheel collapsed
May 13	Piper PA-22-108	None	Major	Hard landing, nose wheel collapsed
May 13	Cessna 170	1 Major	None	Pilot attempting to start aircraft by hand-engine backfired, prop hit pilot

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DATE	TYPE AIRCRAFT	INJURIES	DAMAGE	NATURE OF ACCIDENT
May 13	Piper PA -28	None	Minor	Brake locked on landing
May 19	Cessna 140	1 Major	Major	Pilot undershot runway
May 19	Piper PA-28	1 Fatal	Destroyed	Probable structual failure due to pilot entering thunderstorm and losing control of aircraft
May 20	Stits Playboy	1 Fatal	Destroyed	Structual failure during aerobatic maneuvers
May 29	Cessna 150	None	Minor	Nose wheel collapsed during landing roll
June 4	Piper PA-28	1 Minor	Major	Engine failure during flight
June 15	Piper PA-22	1 Minor	Major	Engine failure during flight
June 30	Aeronco 7A C	None	Major	Pilot became lost on cross country flight--landed on road, hit power lines
July 2	Piper PA-22	None	Major	Hit power line while practicing landings
July 4	Cessna 150	None	Substantial	Hard landing
July 7	Hughes 269 B	None	Substantial	Struck power line during aerial application
July 24	Beech D18 S	None	Major	Gear collapsed on landing
Aug. 4	Brantley B -2	1 Fatal	Destroyed	Hit power line
Aug. 4	Piper PA-25	None	Substantial	Right brake failed, struck wind sock support
Aug. 8	Piper J-3	None	Substantial	Ground looped
Aug. 9	Cessna 150	1 Minor	Major	Engine failure
Aug. 13	Bell 47	None	Substantial	Lost control on take-off
Aug. 18	Champion 7 GCB	None	Substantial	Hit trees during spraying operations
Aug. 22	Piper PA-22	None	Major	Became lost during night flight
Sept. 3	Callair A9	None	Major	Engine failure during aerial application
Sept. 10	Aeronea	1 Minor	Major	Engine failure on take-off
Sept. 11	Piper PA-22	2 Fatal	Destroyed	Unknown
Sept. 18	Cessna 150	None	Minor	Swerved on landing roll, hit tree
Sept. 27	Piper PA-12	None	Substantial	Became lost on cross country, landed in field

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DATE	TYPE AIRCRAFT	INJURIES	DAMAGE	NATURE OF ACCIDENT
Oct. 13	Boeing A-75	None	Destroyed	Hit bird in flight, broke fuel gauge, a/c burned
Oct. 18	Piper PA-22	4 Fatal	Major	Unknown at this time
Nov. 20	Beech T-34	None	Substantial	Landing gear up
Dec. 8	Piper PA-23	None	Substantial	Hit tree on landing approach
Dec. 16	Piper PA-22	None	Substantial	Hard landing
Dec. 19	Piper PA-30	None	Substantial	Taxied off runway, hit hole, broke gear off
Dec. 19	Cessna 337	2 fatal	Destroyed	Unknown at this time

FLIGHT INSTRUCTORS CLINIC SCHEDULED

The Aircraft Owners and Pilots Association in cooperation with the State aviation departments of South Carolina, North Carolina, and Georgia, have scheduled a Flight Instructors Clinic to be held at Callaway Gardens, Georgia on March 21, 22, and 23. The purpose of this course is the recertification of Flight Instructors in the Southern region. The three day course will also meet the requirement for the clinic which is required for a Gold Seal Instructor. The course fee is $35. For additional information write Mr. Ralph F. Nelson, AOPA, National Hdqs., Washington, D. C. 20014.