

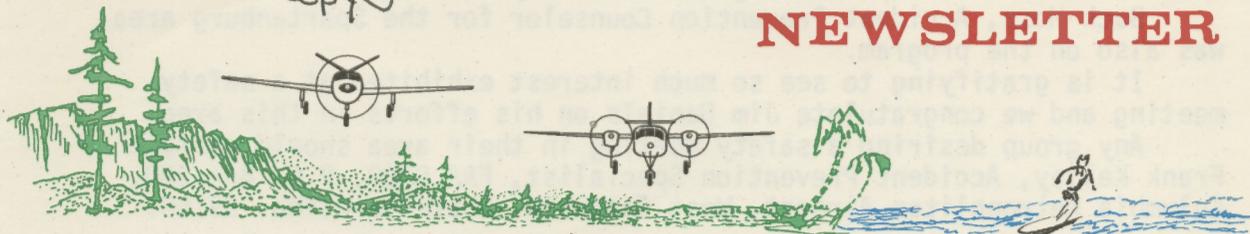
SOUTH CAROLINA



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AVIATION

NEWSLETTER



PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

G. C. MERCHANT, JR., DIRECTOR

J. F. BARRY, ASSISTANT DIRECTOR

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October, 1971

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PILOT SAFETY MEETING



Daniels, Mimi Bartol, Kelley

Over 100 pilots and cadets attended the Pilot Safety Meeting held at OrrCo on August 31 at the Spartanburg Airport. The program was arranged by Jim Daniels of the Spartanburg Tower and was held in Bill Orr's new hangar. Frank Kelley Accident Prevention Specialist of the FAA GADO in Columbia opened the program with an excellent discussion on vertigo and demonstrations with the new vertigo chair. In the picture at left, Jim Daniels and Frank Kelley prepare to give Mimi Bartol a demonstration ride in the vertigo chair. Following this, Jack Barry with the Aeronautics Commission presented a short film on using the airspace and a discussion on instrument flying.

Mrs. Orr provided refreshments for the group, and after the break additional demonstrations were

conducted for anyone who wished to experience vertigo.

FAA personnel attending the meeting were Joe Shirley, Tower Chief at Spartanburg; Warren Falcon, Air Traffic Control Specialist from Greenville; and Richard Fowler of the Greer Flight Service Station. The CAP Squadrons from Greenville and Spartanburg were well represented.

Buck Moss, Accident Prevention Counselor for the Spartanburg area, was also on the program.

It is gratifying to see so much interest exhibited at a safety meeting and we congratulate Jim Daniels on his efforts in this area.

Any group desiring a safety meeting in their area should contact Frank Kelley, Accident Prevention Specialist, FAA GADO, P.O. Box 200, Columbia Metropolitan Airport, West Columbia, South Carolina 29169.

FLIGHT INSTRUCTOR REFRESHER COURSE

The South Carolina Aeronautics Commission and the AOPA Air Safety Foundation, in cooperation with the Federal Aviation Administration and the National Transportation Safety Board will sponsor a Flight Instructor Revalidation Course at Columbia October 12, 13, and 14. A group of outstanding instructors from the FAA academy in Oklahoma City will present this year's program. Included in the group will be Frank M. Jamison, Jr. who has been a member of the Flight Instructor Refresher team since 1966 and is now Chief of the General Aviation Unit; Carl Edmison, who joined the FAA in 1959 and since 1964 has been a member of the Flight Instructor Refresher team. Also, Cliff G. Sheker formerly with the NTSB National Aircraft Accident Investigation School at Oklahoma City. While with NTSB he received the Chairman's Award for his work in aviation safety. This is the highest award offered by NTSB. He also was the recipient of the National Association of Flight Instructors award for his contribution to aviation safety through education.

Dr. Stanley R. Mohler, Chief of the Aeromedical Applications Divisions Office of Aviation Medicine, FAA will be on the program again this year. Dr. Mohler is a member of the Flying Physicians and an ATR pilot. Joseph A. Diblin, Manager of Customer Relations for AVCO Lycoming will be on the program for the first time this year. He served 12 years as Chief Test Pilot for AVCO Lycoming and has written numerous articles in Aviation Publications on the operation and maintenance of airplane engines.

You are eligible to attend this course if you are: 1. A candidate for a rating or renewal of your flight instructor certificate with all ratings. 2. An officer in a college, university or service flying club. 3. A teacher of aeronautical subjects at a college or in a city or county school system.

The course fee is \$35. For registration contact James E. Stargel, AOPA Air Safety Foundation, 4650 EW Highway, Washington, D.C. 20014.

BUSIEST AIRPORTS

Take-offs and landings of general aviation aircraft at seven airports in California and Florida were responsible for making these airports among the ten busiest in the nation last year.

The Federal Aviation Administration also reported that general aviation flights handled by its air route traffic control centers rose by 7 percent in 1970. FAA added that its 330 flight service stations logged a 5 percent increase in activity last year due to general aviation flights serviced.

A 12.3 percent increase in student starts--student certificates issued to those beginning to fly--was recorded last month compared to May of 1970, according to FAA records. These student starts are considered an important indicator of the future growth of general aviation.

These seven general aviation airports ranked among the nation's ten busiest in 1970 are at Van Nuys, Long Beach and Santa Ana, California, and at Ft. Lauderdale, Tamiami, Hollywood and Opa Locka, Florida.

Van Nuys recorded 575,784 take-offs and landings of general aviation aircraft -- 50,000 more than in 1969 -- to make it the nation's second busiest airport. Chicago O'Hare International retained its number one position with 641,390 operations, the bulk representing air carrier take-offs and landings.

Of the remaining six general aviation airports, Long Beach ranked fourth; Ft. Lauderdale, fifth; Tamiami, sixth; Hollywood, seventh; Santa Ana, eighth; and Opa Locka, ninth.

Los Angeles International ranked third and Atlanta Municipal, tenth. These and Chicago O'Hare International had only a small percentage of the take-offs and landings of general aviation aircraft.

"GET-THERE-ITIS" (CAN BE FATAL)

What is it? GET-THERE-ITIS is a blind determination to get from hither to yon in spite of adverse conditions or circumstances. It's bad enough if you're driving, but - if flying - even a slight case can result in dire consequences.

"We'll be there tomorrow at Noon. Meet us at the airport."

But - next day, the weather is inclement. Ole Timers strongly advise against the trip. Of course, you want to be there at Noon - just as you said you would. However, your judgment says it's not the prudent thing to do. Your passengers - well-meaning but unknowing - urge you to "try it." If you do, you're succumbing to GET-THERE-ITIS.

"Maybe I can make it." No! Safe pilots always turn "maybe" into "definitely no."

Avoid GET-THERE-ITIS as you would a dreaded plague. It can be just as fatal -- but quicker! GET-HOME-ITIS is just as bad.

KELLEY'S COMMENTS

All local pilots are invited to visit the FAA Accident Prevention Office (GADO-TRAILER) where a display of safety guides, brochures, and safety reminders are provided for your use. A library is being provided also. You may, if you desire, take a spin in our vertigo chair. We have the vertigo chair and a program for safety meetings is available upon request.

Also, courtesy flights are offered to any pilot upon request, by the Accident Prevention Specialist or any of the ten designated Accident Prevention Counselors in South Carolina.

If interested, contact Frank C. Kelley, 794-9042, at the General Aviation District Office.

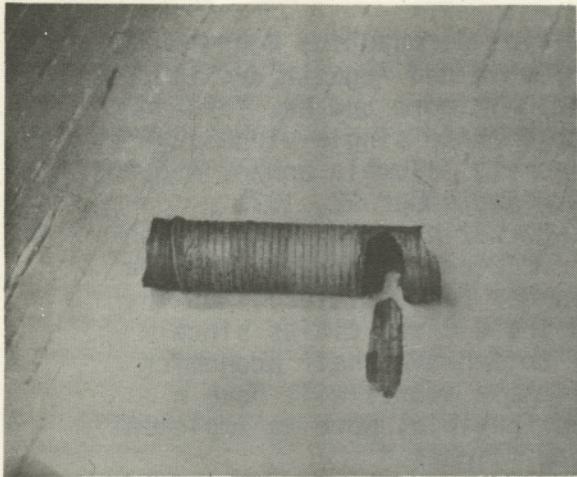
The Accident Prevention Counselors in South Carolina are:

| <u>Name</u> | <u>City</u> | <u>Telephone No.</u> |
|-----------------------|-------------------|----------------------|
| Jean Neal Brannon | Greenville, S.C. | 235-6302 |
| Dick Moore Cline, Jr. | Charleston, S.C. | 744-2501 |
| Robert L. Godwin, Jr. | Florence, S.C. | 662-0921 |
| Lester Fred Hembel | Saluda, S.C. | 445-2835 |
| Robert W. Hemphill | Chester, S.C. | 385-5247 |
| Waymon M. Lanford | Greenwood, S.C. | 229-6646 |
| Elliott H. Lynam, Jr. | Sumter, S.C. | 469-2411 |
| Frances H. Miller | Columbia, S.C. | 794-6333 |
| Cyrus R. Moss | Spartanburg, S.C. | 457-2966 |
| G. G. Woolard, Jr. | Camden, S.C. | 432-9081 |

DON'T LET IT HAPPEN TO YOU

A peice of material approximately 4½ inches by 1½ inches that had separated from the carburetor air intake hose and become lodged in the carburetor venturi was found to have caused an inflight engine failure on a Piper PA 28 140.

The hose is believed to have been too short, resulting in its



having to be installed with a sharp bend where it attaches to the carburetor. Chafing at the sharp bend caused by vibration resulted in the piece of material wearing loose and separating from the hose.

This is another example of an accident that could have been prevented by a more thorough inspection or proper installation procedure. The photo at the left was taken by a member of the Columbia GADO staff.

PROPOSED RULEMAKING

The Federal Aviation Administration has just issued an Advance Notice of Proposed Rulemaking entitled "VFR WEATHER MINIMUMS." (Docket No. 11350; Notice 71-24). This notice proposes changes from the present criteria of 'one thousand and three' to new criteria, possibly 'one thousand and five.' For many years the Air Line Pilots Association has been asking that basic VFR be raised to 'fifteen hundred and five.'

The National Aviation Trades Association has officially objected on two grounds: 1) to require that there be five miles of lateral visibility for VFR operations would effectively ground all VFR lightplane operations in the far west, the east coast, the gulf coast and anywhere there is summertime haze and smoke. 2) we do not believe that the average lightplane can be seen five miles away and that three miles gives adequate time for 'see and be seen' operations at speeds under 300 miles per hour.

Your comments have been solicited by FAA. Deadline is November 26.

"PROFESSIONAL FLIGHT INSTRUCTOR"

Beginning with the August issue the National Association of Flight Instructors will combine with Jeppesen and Company to bring NAFI members the very popular "Professional Instructor." This bulletin will be published bi-monthly.

The National Association of Flight Instructors has: 14 members in Alaska; 5 in Hawaii; 2 in the Canal Zone; 2 in Puerto Rico; 1 in Indonesia; 3 in Tripoli, Libya; 2 in West Germany; 1 in Venezuela.

CAB GRANTS NEW AUTHORITY

Delta received authority from the Civil Aeronautics Board on July 23 to operate nonstop service between Columbia and Augusta and the Northeastern Seaboard cities of Washington and Baltimore and New York and Newark. The CAB also authorized Delta to operate single-plane service between Charleston and the northern cities via Columbia and/or Augusta. The new route authorizations are effective September 22, 1971.

T. M. Miller, Senior Vice President-Marketing said the new authorizations "will make possible improved frequency of service between Augusta, Columbia and Charleston (all pioneer Delta cities), and the Northeastern Seaboard. Delta has served these three cities since July 1, 1934, and has worked continually to improve their economics with better airline service. We believe these awards will have a tremendous impact and we will, as soon as feasible, move to implement the authority with the inauguration of new flights."

Mr. Miller observed that the increased service between Columbia, Augusta, and Charleston and the Eastern Seaboard will prove to be of the utmost benefit to travelers and shippers in the involved cities, and will provide better exposure of their inherent advantages to the vast market of the Washington/Baltimore-New York/Newark complex.

NEW SEAT BELT RULE IN EFFECT

Pilots of all aircraft, including small private planes, will be responsible for seeing that all occupants have their seat belts fastened during takeoff and landing under a new rule which has been adopted by the Federal Aviation Administration, effective August 30, 1971.

This requirement in the past has applied only to airlines or commercial or air taxi operators of large aircraft. The only rule pertaining to small planes specified that safety belts be provided for all occupants. The new rule will affect 130,000 civil aircraft including experimental craft and gliders, but would not apply to "airships." Children under two years of age may be held on the lap of another properly belted passenger.

LANDING FACILITIES

The number of airports in the U.S. continued to climb in 1970. FAA records show 11,261 airports, heliports and seaplane bases as of December 31, 1970, a net increase of 211 over the 11,050 reported at the end of 1969. Included in the new total are 790 heliports and 431 seaplane bases.

BREAKFAST CLUB NEWS

The meeting scheduled for Rudy Brannon's Airport on September 12 was curtailed drastically because of the weather, but a good crowd was on hand for the meeting of September 28 at Sumter. A total of 25 transient aircraft were counted and 75 members attended the meeting at the Pancake House. Transportation to the breakfast was furnished by local aviation enthusiasts. The local CAP Squadron did an excellent job in handling the parking of aircraft. It is good to see the Civil Air Patrol so active throughout the state.

Mr. Loring Baker of the Sumter Airport Commission welcomed the members to Sumter. He is a member of one of the most active airport commissions in the state and their interest is reflected in the fine facilities that Sumter has.

A new bouncing ball, presented by Arthur Scott, was awarded to Billy Hampton of Columbia for his outstanding performance.

The October 10 meeting will be held at the Isle of Palms Airport and the Annual Founders Day Meeting is scheduled for October 24 at Orangeburg. Election of officers for the coming year will be held at this meeting so make plans now to attend.

The Bennettsville Chamber of Commerce has invited the Breakfast Club to participate in their Red Carpet Fly-In on November 6 and 7. They have planned a model aircraft demonstration on Saturday afternoon followed by a social hour Saturday night. An excellent supper and dancing will be furnished at the Brandin' Iron Resturant at the Bennettsville Motel. After Sunday's meeting, awards will be made for various categories of experimental and antique aircraft and an air show will be presented at 2 p.m. featuring Dwight Cross, Jr. in his Pitts Special and the Army's Parachute team, "The Golden Knights." Dr. Hal Trimmier, Chairman of the Aviation Committee has also planned a golf tournament and special activities for the ladies and children.

On November 21, the Breakfast Club will meet at Camden.

NEW BOOKLETS

Both large and small businesses can increase efficiency while boosting competitiveness and profit through use of company aircraft, according to a new 12-page photo-illustrated brochure just issued by the General Aviation Manufacturers Association.

Entitled "Airplanes Are Business Tools," the booklet discussed types of businesses that use aircraft, and offers advice on determining the need for company aircraft. Single or quantity copies may be obtained by writing the General Aviation Manufacturers Association, Department P, 1025 Connecticut Avenue, N.W., Washington, D.C. 20036.

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CONCORDE PROVES POINT

The French prototype of the Anglo-French supersonic transport Concorde made its first flight to a foreign country on May 25 in a demonstration of how the SST, as a high speed transport, can be worked into normal subsonic traffic.

Concorde, piloted by Andre Turcat and copilot Jean Pinet, flew from Toulouse, France, to Dakar, Senegal, covering the 3,300 miles in two hours and 27 minutes. Part of the flight was over water, but Concorde was also flown at supersonic speeds over France. The decision to fly at supersonic speeds over France was part of a new government program to test the effects of sonic booms. No protests were received.

The return flight to Paris was made on May 26 in two hours and 39 minutes. During the return flight, Concorde flew at supersonic speed for two hours and seven minutes. Of this, one hour and forty minutes were flown at Mach 2 speeds. The average speed was 1,250 mph.

A major point made by Concorde on this non-stop route was that it could make the flight in less than half the normal five hours and thirty minutes taken by subsonic jet transports.

In rebuttal to one of the criticisms of the SST, the National Research Council of Canada states that passengers on SSTs would be exposed to higher levels of radiation but for shorter time periods, so that over the same route the radiation per mile at the 70,000 - 80,000 SST level would be about the same as at the 35,000 - 40,000 subsonic transport level.