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Heliport Dedicated at Williamsburg County Hospital

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STATE DOCUMENTS

Patients peered out of windows and hospital staff watched from the steps as the Williamsburg County Memorial Hospital heliport was dedicated in March.

The heliport was constructed to transport people with medical emergencies from the county hospital to other primary care facilities with specialized treatment availabilities.

Dr. James B. Edwards, president of the Medical University of South Carolina, told the crowd of nearly 400 people that rural county hospitals were necessary for the county, MUSC and for the state.

"If we don't have rural hospitals like Williamsburg County, we would not be able to provide for

Dr. James B. Edwards (r), president of MUSC, officially dedicates the Williamsburg County Hospital heliport while hospital and Aeronautics officials look on.



their health care needs in their hometowns," said the former S.C. governor.

The dedication ceremony began with a rousing welcome from Dr. Howard Poston, a physician who works at Williamsburg

County Hospital. He told the audience that the heliport was a community project which grew out of a medical emergency.

Dr. Poston remarked that the heliport was largely due to an inci-
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Refueling & Line Service Workshop Successful

"Preventing accidents and saving lives is the most important thing we can do here, said S.C. Aeronautics Commissioner Jim Hamilton at the Refueling and Line Service Training Seminar.

In the interest of safety, the Aeronautics Commission hosted its first Refueling and Line Service Seminar at the Sheraton Convention Center in Columbia last

month.

The seminar, designed to teach the major safety aspects of refueling and line service, was free and open to the public and incorporated the Combs-Gates Refueling and Line Service Training videotaped programs.

"You just can't get enough training in refueling an aircraft, ever," said Bob Cathers, of the AOPA Air Safety Foundation.

Cathers was one of a handful of speakers who participated in the seminar which attracted nearly 50 registrants.

Cathers also pointed out during his presentation that the safety of the pilot and the safety of the linemen are closely linked. "How many times can you count the number of safety checks which insure the safety of the pilot and

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PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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Commission Approves State Airport Improvements

when combined with FAA grants, projects total over \$2.5 million

The following airports received funding for projects from the South Carolina Aeronautics Commission: Berkeley County Airport, Donaldson Center, Williamsburg County Hospital Heliport, Fairfield County Airport and Cheraw Municipal Airport, Greenwood County Airport and Woodward Field.

The State Aeronautics Commission held their regular monthly meeting in Columbia where commissioners approved \$256,651 for airport projects.

When completed, these projects will generate over \$2.5 million in total funding costs when combined with federal grants.

Commission Chairman Edwin Pearlstine announced today the following allocations:

• **Berkeley County Airport** — \$38,503.16 for widening and extending runway, expand aprons, construct parallel taxiways, install medium intensity runway and taxiway lights;

• **Donaldson Center** — \$28,000 approved for installing an automated weather observation station system; \$34,424 approved for increased funding for taxiway and apron;

• **Williamsburg County Airport** — \$9,539.58 approved for constructing a helicopter landing pad constructed on hospital grounds;

• **Fairfield County Airport** — \$78,372 granted for acquisition of land easements, to design and construct site improvements for 1800 ft. extension to Runway 4/22, including erosion control, relocation of windcone and clearing property;

• **Cheraw Municipal Airport** — \$3,750 was approved for installation of runway end identifier lights;

• **Greenwood County Airport** — \$19,750 was approved for rehabilitating and restoring concrete apron;

• **Woodward Field Airport** — \$8,032.51 granted for rehabilitating runway lights and construct a sub-taxiway.

The Berkeley County Airport, Woodward Field, and Fairfield County Airport projects were funded with five percent local and state money and 90 percent from the Federal Aviation Administration. The funding for Donaldson Center is 35 percent state, 35 percent local and 30 percent from federal sources.

All other airport projects are funded with 50 percent state and 50 percent local sponsor sources.

In addition to project approvals during the March 24 meeting, the commissioners also heard reports on a proposed plan for a statewide heliport system, a plan to upgrade beacons and towers throughout the state and the status of the Rural Airport Development Act in the legislature.

The Commissioners also made a decision to hold the upcoming S.C. Airports Conference in Myrtle Beach November 14 to 17.

In other business, John Floyd, a state airport planner, received his ten year pin and certificate from Commission Chairman Pearlstine for ten consecutive years of service at the S.C. Aeronautics Commission.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 1987, Columbia, South Carolina, 29202. Phone: (803) 739-5400.

Rites Held for W.C. "Bill" Goodwin

William C. "Bill" Goodwin, 45, former public information director of the S.C. Aeronautics Commission died March 1.

Goodwin, a resident of Columbia, was the former owner of the Hobby Scientist.

Born at Fort Jackson, he was a graduate of Carlisle Military Academy in Bamberg, the University of South Carolina School of Journalism and completed specialized course work at the graduate level.

He was a missiles specialist for the U.S. Air force and also held a private pilot's license with an instruments rating.

Goodwin worked as a copy

editor and reporter for The State before coming to the S.C. Aeronautics Commission in 1978 where he was public relations director and editor of "Palmetto Aviation".

In 1986, he left the commission to pursue his longtime dream by going into business, starting the Hobby Scientist.

Surviving are his widow, Mrs. Carol Antonia "Toni" Goodwin and his two teenage sons, William "Billy" and Edward.

Memorials may be made to Boy Scout Troop 14 at Trinity Episcopal Cathedral or to the Cancer Institute at Baptist Medical Center, both in Columbia.

Columbia Metro Trains Fearful into Fearless

You're not afraid to fly, but there are many people, perhaps as many as one in six, who are.

The Columbia Metropolitan Airport has developed a program to help people who are reluctant to fly on an airplane called "Flying without Reservations".

The program, sponsored by American Airlines, studied the physics of flight, commercial aircraft procedures and relaxation techniques to help people overcome their fear of flying.

In addition to American Airlines, two doctors participated in guiding the discussions on various topics ranging from the theory of anxiety, mistaken beliefs about flying, relaxation training and discussion of fears.

The four-session program concluded with a graduation flight from Columbia to Raleigh-Durham Airport.

Enter Your Aviation Artwork

The International Aviation Art Contest is now receiving entries for its 1989 competition.

Sponsored by the Federal Aviation Administration and the National Aeronautic Association, the contest's aim is to encourage children to become more familiar with aeronautics and astronautics.

The theme is "My Dream to Fly". Children ages 5 to 16 may submit drawings or paintings in their age category by the June 1.

The best three works in each age category will be selected as the national winners and will go on to compete in international competition.

The nine U.S. winners will receive a certificate from the FAA and the National Aeronautic Association. International winners will receive gold, silver or bronze medals and certificates.

To enter your art, call Connie Housewright FAA (202) 267-3469.



Aviation Calendar

April 9-15

Sun 'n Fun

Lakeland, FL

For information

(813) 644-2431

April 16

Breakfast Club

Greenville-Spartanburg

April 29

EAA Fly-in, Air Show

Southern Pines, N.C.

April 30

Thomson Airport

McDuffie County, GA

May 5-6

Spring Fling

Warbird Scramble

Spartanburg Downtown

May 7

New Horizons Airshow

Bryant Field, Rock Hill

May 14

Breakfast Club

St. George Airport

May 28

Breakfast Club

Twin Lakes Airport

June 11

Breakfast Club

Bamberg Airport

June 12-18

Confederate Air Force

WWII B-29 and B-24

On Display

Conerstone Aviation

Greenville Downtown

June 18

Southeast Aeronca Fly-In

Breakfast Club

Camden



Saluda's Southeast Helicopter Enjoys Its Niche

The Saluda County Airport is slipped tightly between country clubs and country farms near the rolling hills of the midlands.

The Saluda Airport is not unique because of its geographic location, but because it is the site of the state's only private helicopter school.

Southeast Helicopter is the fixed base operator for the Saluda Airport which offers full aircraft maintenance, fuel and all the other regular items a typical 3,200 ft., county airport would offer.

"We're the only Part 141 helicopter school in the state," said John Corley of Southeast Helicopter.

Jimmy Martin, a certificated flight instructor said, "We have a full student load...On weekends we get as many five or six lined up in a day for instruction."

The school itself has a long and noted 25-year history, was started by Les Hembel in the heart of Saluda, "about three blocks away from the Court House."

The helicopter school actually began in 1963 with no students, according to Hembel. "I bought a Hughes 269A for about \$18,200," he said, "and I volunteered to fly and a started training school since Vietnam War and Korean War vets came home with some money in their pockets."

"In 1986, Voigt Corley bought the hardware and the school and moved it out to the Saluda Air-

The staff of Southeast Helicopter (l-r) Voigt Corley, John Corley, Bob Brickley, Wayne Mathews, Bob Vaughn and Jimmy Martin.



port," added Hembel, who is currently Chief Flight Instructor and Designated FAA Examiner for Southeast Helicopter.

Today, over 1,000 students have taken helicopter instruction from Southeast.

"We teach one-to-one instruction, here," said Bob Brickley, a helicopter instructor. "If you're just starting out, we have a \$5,300 package that includes 40 hours of instruction, most people can get their license within five hours of that."

Brickley and Martin agreed that persistence pays off when learning to fly helicopters. "Some people can get their license in three weeks to one month, but that's the minimum," said Brickley.

At the school, they try to make it as easy as possible to obtain your license.

"For the first time flier, we try to push three to five hours on the weekend. There's more strain on the pilot when learning helicopters than a plane," said Martin.

With so much weekend training, the Southeast Helicopter also

has taken it upon itself to offer all the creature comforts of home by providing a mobile home at the airport for overnight stays.

"Well, it's not as fancy as a Holiday Inn, but it's free and keeps people off the streets," chuckled Martin.

In addition to operating the school, Southeast Helicopter also rebuilds and builds helicopters to suit owners specifications.

"We can take a badly damaged helicopter and in one to two months build it up," said Brickley, who holds not only his A&P but also his FAA Authorized Inspector license.

Martin said the airport gets busy sometimes. "It used to be if we got in one airplane in a year we were busy," Martin said. "But we nearly had a traffic jam. Two helicopters and one plane tried to leave at the same time."

Brickley said they also do contract helicopter work which can be fun and exciting.

"We fly around SRP on a gator watch sometimes," said an animated Brickley. "We hover above the trees so this lady from the Biology Department at University of Georgia can take notes of the alligators."

The Saluda Airport is within shouting distance of Persimmon Hill, a well-known golf course.

At times aviators can spy duffers teeing-off and lining-up their shots on the greens. But hopefully, not too many golf balls will land on the runway.



Jimmy Martin, a flight instructor with Southeast helicopter checks the aircraft before take-off.

The Civil Air Patrol

SC Wing Annual Conference Honors Major Contributors



The South Carolina Wing Civil Air Patrol Conference was held recently in Myrtle Beach honoring major contributors.

The conference at Ocean Creek in Myrtle Beach was held in early March to honor outstanding individuals and to encourage open participation from all of its South Carolina membership.

During the conference, CAP competitive awards were pre-

sented in the following categories:

- **Senior of the Year** - LTC Amanda Anderson, Lexington Squadron.

- **Cadet of the Year** - Cadet Kiri Pitts, Lexington Squadron; Cadet Andrew Criswell, Florence Squadron.

- **Squadron of the Year** - Lexington Composite Squadron.

- **Squadron Commander of the Year** - LTC Thane Anderson, Lexington Squadron.

- **Public Affairs Officer of the Year** - CAPT Marion H. Carroll, Anderson Squadron.

- **Safety Officer of the Year** - 1LT Harold Carey, Greenville Squadron.

- **Chaplain of the Year** - Chaplain Melton Guerry.

- **Communicator of the Year** - LTC Trent McCall, Wing Staff.

Special recognition for outstanding service was noted by the

presentation of the Commander's Commendation to the following:

- LTC's Dianne Covington, Ray Clark, James Card, H.J. Foden, Catherine McCall, and Trenton McCall.

In addition honored for outstanding service included Majors: Veldon Melton, James Ballew and Thomas Lufkin.

Outstanding Captains included: Marcell Blackwell, Jeremy Pearson, Peggy Abercrombie, Shirley Blackburn, and Patricia Vincent.

Outstanding 1LT's were: Hartsell Rogers, Ann Westmark, Robert Westmark, Harold Carey, Harry Trice and Raymond Enslow.

A special plaque was presented to the Aeronautics Commission for outstanding support and was accepted by LTC William Walls, state airport engineer and newly appointed Vice Commander.

CAP Calendar

April 16

Wing Staff Commander's Call

April 23

MER Conference

April 28-30

MER SAR Competition

May 6

Public Affairs Seminar

NC and SC SAR at Sumter

May 7

Commander's Call

May 13

Work Day

May 20-21

Senior Squadron Leadership

May 27

Custom Training

SC Wing Announces Change of Command

T. Richard Herald, LTC, CAP, has assumed the duties as SC Wing Commander from Douglas T. Abercrombie, COL, CAP.

The Change of Command ceremony took place during the annual conference in Myrtle Beach on March 4.

LTC Herald is a resident of Aiken and is employed by the Savannah River Plant. No major changes in operation of the SC Wing are expected with his appointment.

William A. Walls, LTC, CAP, also assumed new duties. He is the newly appointed Vice Commander, replacing Herald. Walls recently received his Exceptional Service Award from the SC Wing and his duties include being in charge of all squadrons. Walls will also act as commander in Col. Herald's absence. Walls, former Chief of Staff, will continue those duties until a successor is named.

Heliport Dedication Held in Williamsburg

Continued from Page 1
dent in which Lorin Tyler, manager of Belk's Department store in Kingstree, lay in the hospital emergency room needing specialized treatment for a heart ailment. Emergency room personnel predicted that Tyler could not withstand an ambulance ride to the nearest specialized facility in Charleston, so personnel arranged for a helicopter to pick him up in a parking lot.



Linwood Tyler accepted a plaque from MUSC after the heliport was dedicated to him.

While waiting for MUSC's MEDUCARE transport, Poston, Tyler and Tyler's brother, Linwood, discussed the need for a helicopter to

be stationed at that county hospital. They each pledged to contribute their own money and time to convince others that such a facility was needed in Kingstree.

Dr. Poston said, "This heliport is very, very critical to this area. You all know that Kingstree is in the middle of no-where."

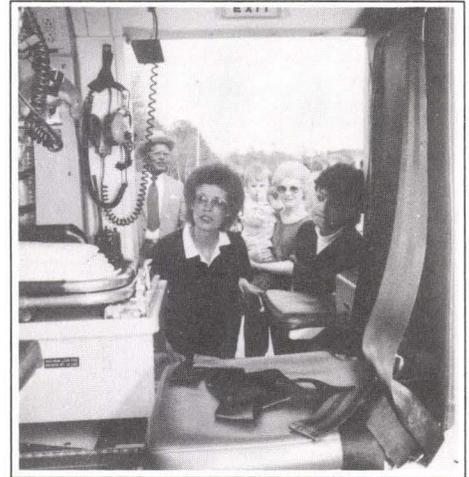
Dr. Edwards also agreed that this heliport was necessary.

"Dedication of this heliport will speak loudly and clearly to all of South Carolina to keep this health care facility close to home where neighbors help neighbors," Edwards said.

"If we don't help these rural hospitals develop and grow then the community will be economically disadvantaged and will stop rural development," he added.

"The bright, young minds at MUSC need a place to come when they graduate," said Dr. Edwards, president of MUSC, "and hopefully they'll be the ones to deliver excellent health care services to these rural counties like Williamsburg."

Funding for the heliport was largely gained from private donations to the hospital and a grant from the S.C. Aeronautics Commission for the \$20,000 heliport.



Visitors to the heliport got a chance to see the Meducare helicopter up close.

Sixth District Commissioner Charles Appleby said the grant "represents the state's commitment to emergency medical assistance, safety and the good health of all South Carolinians."

The commissioner also announced that, "the Williamsburg County Memorial Hospital is the first of a proposed statewide system of heliports designed to link all of South Carolina."

The dedication concluded with a bronze plaque presented to Linwood Tyler and helicopters from the Aeronautics Commission and MUSC's MEDUCARE on hand for public display.

Refueling & Line Service Safety Taught

Continued from Page 1
also affect the safety of the line-men?"

Bob Patterson of Columbia's FAA Control Tower livened up the seminar by talking about safety procedures which include adding amber lights to some vehicles.

"A major safety factor, we have, is the amber rotating lights on all vehicles that cross taxiways, runways or anyone on the airport itself," added Patterson.

Patterson agreed with others that training personnel in "the

basic airport phraseology" was the prime requirement in providing a safe working environment.

"Communications is imperative to safe operations," he said. One example he mentioned, "In the tower, we say 'Proceed for people and vehicles' and we say 'Clear for aircraft'. Those are simple phrases that anyone on the airport must be able to understand."

Besides the Combs-Gates videotapes, included in the program were segments on airport dynamics, velcron filters and fire extin-

guisher techniques, deftly demonstrated by Freddie Mullis from Columbia Metro's CFR Squad.

Stuart Hope, Jr. of the Stuart Hope Agency said that the seminar would affect insurance rates, "Yes, this workshop favorably affects the rates. Now, we can't say that we'll give you 10 percent off, but I would say that it would help."

John Hamilton, Director of the Aeronautics Commission, congratulated Midlands Aviation of Columbia Owens Downtown which sponsored the seminar.

FYI From the FAA

FAA's Listening Session Replayed

Questions range from Loran-C to Clemson Football Weekends

During the 1988 S.C. Airports Conference the FAA held a listening session designed to give complete answers to nagging questions concerning today's aviators.

Here are some of the questions asked during the conference with their complete answers from Sam Austin, Manager of FAA's Atlanta Airports District Office.

Q. Do revenues generated on the airport, such as fuel taxes, sales taxes, and landing fees, have to be spent on the airport?

A. The Airport and Airway Improvement Act of 1982 (as amended) contains language which states "...all revenues generated by the airport, if it is a public airport, and any local taxes on aviation fuel...will be expended for the capital or operating costs of the airport..." (Debt service is allowed under certain conditions.) The Act further states that nothing shall "...preclude use of airport revenue on or off the airport for noise mitigation purposes." Thus, local fuel taxes (but not state), landing fees, rentals, leases, etc., would have to be spent on the airport. General sales taxes would not. These provisions are of course applicable only to those airport sponsors who accept or have accepted federal airport development funds.

Q. What priority does land under the approach surfaces to a runway receive under the AIP program?

A. Land under approach surfaces receives the same priority as the runway serves. The runway priority will vary, however, depending upon airport type.

Q. Regarding Loran-C: What is the FAA's time frame for establishing Loran-C approaches?

A. The Loran-C approach procedures will not appear in the Southern Region until around early 1990. An acceptable airborne receiver that meets all of the RTCA special committee requirements is not yet in production.

This region has established a program to phase in the Loran-C approaches throughout the Southern Region. Based on a work load requirement of 80+ Loran-C approach procedures and monitor installation-procedure development, we anticipate the program to be completed by the 1992-1993 time period.

Q. What airports will have Loran-C approaches?

A. The following airports have been recommended by the South Carolina Aeronautics Commission (in order of priority with selected runway): Columbia Owens Downtown runway 31; Beaufort County runway 24; Hilton Head runway 21; Pickens County runway 4; Dorchester County runway 5; East Cooper Airport runway 17; Fairfield County runway 22; McCormick County runway 36; Bamberg County runway 5; Union County runway 23.

Q. How is the test program at Orlando Executive Airport?

A. Indications are that little use is being made of the procedure in Orlando due to the limitations imposed on airborne receivers, training programs, dual pilot requirements, etc. These restrictions will not be on the "public" proce-

dures.

Q. What type minimums can be expected?

A. Non-precision minimums can be expected — probably in the 400-foot to 700-foot height above airport range and 1-to 2-mile visibility requirements.

Q. Is there any change in FAA's thinking regarding privately operated air traffic control towers?

A. Certain non-federal air traffic control towers are being considered as potential candidates for entry into the FAA's Contract Tower Program. The candidates must have sustained airport traffic activity which meets or exceeds specified criteria for three years consecutively, and a determination must be made that it will be cost beneficial for the candidates to have a tower. When these requirements are satisfied, they will be included in the program as funds are available.

Q. Regarding the Clemson, S.C. Airport: What would it take to get a temporary control tower during football weekends?

A. The sponsor of the Clemson Airport should write a letter to the Manager of the Southern Region's Air Traffic Division, requesting consideration for a temporary tower. The letter should contain a complete home football schedule specifying the dates of each game and the anticipated activity. This letter should be received not less than 90 days before the first game.

Keep reading. We'll have more from FAA's Sam Austin next month!



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This Month . . .

Inside Palmetto Aviation

- Williamsburg Hospital Hails Heliport
- FAA's Listening Session Replayed
- Saluda Airport Sets Sites on Helicopters

. . . and much, much more!

Give a Spring Shower to Your Aircraft

Spring is spring cleaning time and your aircraft is no exception.

If you have kept your aircraft in storage for winter waiting for warmer weather, now is the time to get with the program.

Gerald Osborne, SCAC ground support technician, suggests these cleaning tips.

"Use non-corrosive soap. The kind of aircraft soap we use doesn't have any soap in it at all," Osborne said.

"Only use soap that's been approved by the manufacturer of the aircraft," he added.

"Be sure to wash from the bottom of the aircraft to the top. This keeps it from streaking," he

said, "Also rinse from top to bottom."

Osborne recommended using a good soft bristled brush to aid in washing, but make sure the brush is not too stiff as it may scratch.

Waxing is a good way to protect painted surfaces, but Osborne warned not to use car wax since auto wax will actually attract dirt to the surface which will eventually cause drag and corrosion. And he said, some types of auto wax will actually remove the protective coating on your aircraft and eventually your paint will be gone.

Osborne also suggested keeping the aircraft out of the sun while it dries to prevent spotting.



Gerald Osborne of the S.C. Aeronautics Commission demonstrates good washing techniques.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.