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STATE DOCUMENTS

Annual Report

of the

SOUTH CAROLINA AERONAUTICS COMMISSION



FOR THE YEAR ENDING NOVEMBER 30, 1965

Printed Under the Direction of the
State Budget and Control Board

Annual Report
of the
SOUTH CAROLINA
AERONAUTICS COMMISSION



FOR THE YEAR ENDING NOVEMBER 30, 1965

Printed Under the Direction of the
State Budget and Control Board

LETTER OF TRANSMITTAL

To His Excellency The Governor of South Carolina:

It is my honor to present to you the report of the South Carolina Aeronautics Commission on its functions and activities for the year ending November 30, 1965.

Respectfully submitted,

JOHN GREGG McMASTER, Chairman
South Carolina Aeronautics Commission

SOUTH CAROLINA AERONAUTICS COMMISSION



JOHN GREGG McMASTER
Chairman
Second District



VARDRY D. RAMSEUR, JR.
Fourth District



LEWIS B. HYMAN
Sixth District



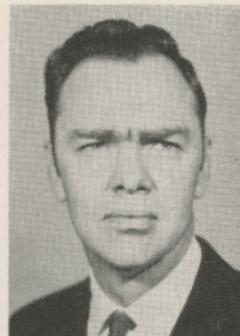
J. K. NEWSOM
Fifth District



LESTER F. HEMBEL
Third District



Wm. McG. MORRISON, JR.
First District



JOE WILDER
(At Large)

COMMISSION PERSONNEL



G. C. MERCHANT, JR.
Director

- J. F. Barry, Assistant Director, 924 Brantley St., Columbia, S. C.
- Mrs. Gladys Snipes, Secretary to the Commission, 1217 Florence St., Columbia, S. C.
- Mrs. Jenelle Williams, 3023 Scurry St., Columbia, S. C.
- A. B. Owings, Office Manager, 209 Woodrow St., Columbia, S. C.
- D. M. Fraley, Flight Inspector, 1019 Greenlawn Dr., Columbia, S. C.
- Smith C. McDonald, 1207 Greenlawn, Columbia, S. C.
- Grover C. Collins, Supervisor, Rt. 1, Florence, S. C.
- H. K. Crowther, Supervisor, Box 344, Anderson, S. C.
- C. S. Youngblood, Supervisor, Barnwell, S. C.
- Daniel F. Reeves, Supervisor, Box 51, Walterboro, S. C.
- C. E. Sanders, Shop Foreman, RFD 1, Leesville, S. C.
- S. G. Shealy, Mechanic, 616 Etiwan St., Columbia, S. C.
- Robert Gates, Electrician, 1232 Jensen St., West Columbia, S. C.
- Lester L. Smith, Machine Operator, Red Bank, S. C.
- S. J. Howard, Supervisor, Florence, S. C.
- R. W. McKerley, Machine Operator, Blackville, S. C.
- Carlisle Floyd, Machine Operator, Florence, S. C.
- Lewis Cochran, Janitor, Rt. 4, Columbia, S. C.
- Morgin Kirby, Laborer, Florence, S. C.
- J. L. Tate, Machine Operator, Box 344, Anderson, S. C.

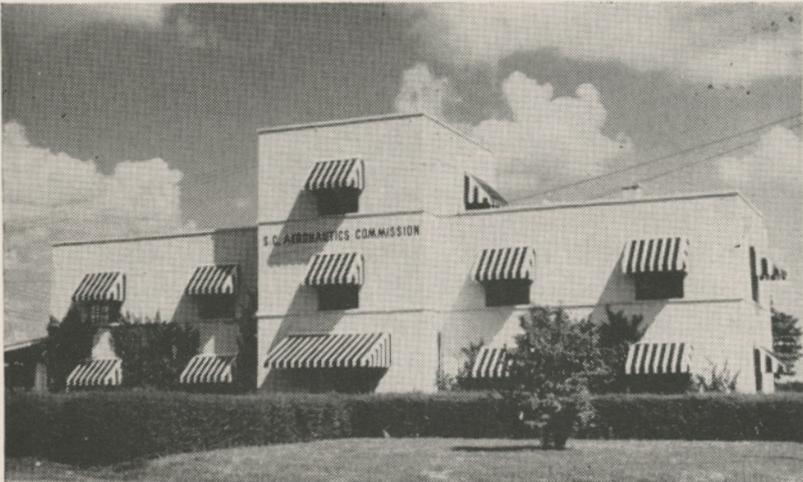
COMMISSION ACTIVITIES

The increase in the field of general aviation shows a definite need for every community to be served by an adequate airport. The trend in industry today is toward the smaller community, however new industries rarely locate in an area that does not have an airport available.

During 1965, the Aeronautics Commission has continued to emphasize the construction of airports throughout the State. Our airports give South Carolina an excellent advantage in seeking new industry. According to published Federal Aviation Agency reports, there were approximately 92,000 general aviation aircraft in operation in 1965. This figure is expected to climb to 99,000 by 1968, with over 50% of these aircraft used for business and executive flying.

The Commission is constantly seeking to improve airline service to cities within South Carolina and will continue to vigorously exercise its stewardship of responsibility in this direction.

The Commission is vitally concerned with maintaining the states excellent aviation safety record. Much of the Aviation Education and airport maintenance program is designed with safety as the primary objective.



HEADQUARTERS—S. C. Aeronautics Commission, Owens Field, Columbia, S. C.

The Commission is very active in the field of Aviation Education, particularly in the public schools, by making lectures, films, aerospace literature and workshops available to the teachers and pupils of South Carolina.

In addition to the maintenance provided for the 26 airports in the state system, the Commission assists many local communities in maintaining their airports. This service is provided by crews located at Anderson, Columbia, Florence, Barnwell and Walterboro.

AIR CARRIER SERVICE TO SOUTH CAROLINA

On November 5, 1965, the Civil Aeronautics Board ordered that a hearing be held on the application of Delta Air Lines, Inc., which requests amendment of its certificate of public convenience and necessity for route 54 so as to delete the point Greenville-Spartanburg from that route.

In 1961, Delta had temporarily suspended this point.

The Aeronautics Commission joined with the Greenville-Spartanburg Airport Commission in supporting the applications of Southern Airways, Inc., and Piedmont Aviation, Inc., to provide service in place of Delta.

The Prehearing Conference was held in Washington by the Examiner early in December, 1965. Southern is seeking to amend segment 8 of its route 98 so as to extend it beyond Knoxville, Tennessee, to Greenville-Spartanburg, Columbia, and Charleston. Piedmont is applying to amend its certificate for route 87 so as to add Greenville-Spartanburg as an intermediate point on its segments 1 and 5 to include Knoxville as intermediate service and extend to Nashville as a terminal point.

The Examiner will conduct his hearing on May 4, 1966, and South Carolina parties have extended an invitation to hold the hearing at Greenville-Spartanburg.

The issues to be determined by the Board in this proceeding are:

1. Amendment of the certificate of Southern for segment 8 of its route 98 so as to extend segment 8 beyond its present intermediate point Knoxville, Tennessee, to the new terminal point Charlston, via the intermediate points Greenville-Spartanburg and Columbia.

2. Amendment of the certificate of Piedmont for its route 87 so as to add Greenville-Spartanburg as an intermediate point on segment 1 (b) between Asheville, N. C., on the one hand, and Charlotte, N. C., on the other, and between Hickory, N. C., on the one hand, and Charlotte on the other hand; and/or to add Greenville-Spartanburg as an intermediate point of segment 5 (b) between Hickory, N. C., and Asheville.

The Commission is preparing economic data to present in this

case, in supporting the position of Greenville-Spartanburg. It is also represented by legal council.

As in the past, the Commission will maintain its neutral posture during this proceeding as to carrier preference. It is believed that this is a proper function of the Board.

S. C. AVIATION EDUCATION WORKSHOP



Cape Kennedy



Fort Jackson

AVIATION EDUCATION

The rapid advances in Aerospace Technology, in the fields of general aviation, and commercial air transportation, point up a continuing need for a strong program in Aviation Education for South Carolina. The programs conducted by the Aeronautics Commission are in five general areas of interest.

PUBLIC SCHOOLS—The Aviation Education Department maintains a large library of films, film strips and slides on aviation and space subjects. These films are loaned without charge to the schools within the State. These films have proved to be very popular and are in constant use throughout the school year.

Speakers are provided for school assembly programs and to give technical assistance to teachers in aviation subjects. The Aeronautics Commission subscribes to the Institutional Service of the National Aerospace Education Council and through this service makes many valuable publications available to schools.

The 13th annual Aviation Education Workshop was conducted at the University of South Carolina during the summer session of 1965. This workshop, conducted by John F. Barry, Assistant Director of the Commission, is designed to give public school teachers an orientation in all phases of aviation. Thirty teachers attended the 1965 workshop on scholarships provided by the Aeronautics Commission, and the Civil Air Patrol. Excellent speakers, provided by the various segments of the Aviation Industry, and field trips to military and commercial airports made the course very interesting. The highlights of the three weeks program were field trips to Cape Kennedy with transportation for the trip provided by the U. S. Air Force through cooperation with the Civil Air Patrol, a tour of the Beaufort Marine Air Station, and a local flight made in light aircraft which were provided by various aircraft owners in the Columbia Area. Ten different types of aircraft were used for this trip to the Greenville-Spartanburg Airport, which gave the teachers an interesting view of the general aviation field. Transportation to Beaufort was provided by the Marine Air Station.

It is felt that this workshop provides an excellent means for bringing a better understanding of aviation to the public school students of South Carolina and that there is a definite need for the continuation of this program.

South Carolina AVIATION News Letter

PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

VOLUME 7 JANUARY 1, 1960

MEM. COLUMN

In an effort to keep our readers better informed, the News Letter has asked John Romberg and Paul Garrison of the FAA office; Bruce Moore, Tower Chief at Columbia; and John D. Purvis of the S. F. Van... that Bureau, to contribute news items from time to time. These articles appear in this News Letter, and we hope that they will become regular columns.

FAA ACTS BY JOHN ROMBERG

Civil Air Regulation Amendment No. 12, issued November 16, 1959 to become effective March 16, 1960, changes the experience requirements and flight test requirements for private and commercial pilots.

While there is no increase in the minimum flight time for private and commercial pilot certificates, an applicant for a private pilot certificate, after March 16, 1960, will demonstrate proficiency in the examination as well as solo flights. In most commercial certificate examinations by sole reference to the aircraft flight instructor's answers by the start of a pre-once spin.

1. Recovery from the approach to a spinning stall.
2. Recovery from the approach to a spinning stall.
3. Stunt work of 180° turns left and right to within 4 or 50° of proper 180° heading, in a predetermined altitude.
4. Shallow descending turn in reduced power to a predetermined altitude.
5. Straight and level flight.

The dual instruction given for the instrument portion of the flight test may be given by a flight instructor who does not hold an instrument certificate.

AIR AGE EDUCATION IN SOUTH CAROLINA



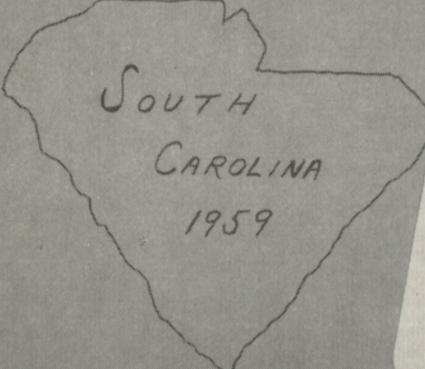
PUBLISHED BY SOUTH CAROLINA AERONAUTICS COMMISSION COLUMBIA, S. C.

Flight Information



A MEMORANDUM OF THE S. C. AERONAUTICS COMMISSION

AIRCRAFT REGISTRATIONS



SOUTH CAROLINA 1959

INCLUDES AIRCRAFT FOR CIVIL DEFENSE & AERIAL APPLICATION PILOTS

South Carolina AIRPORT DIRECTORY



Prepared By S. C. AERONAUTICS COMMISSION Box 1176 - DORSEY FARM COLUMBIA, S. C.



Pilot Clinic



Breakfast Club

ADULT GROUPS—Aviation Education is made available to adult and professional groups through programs provided by the Commission. These programs consist of films or talks presented by members of the Commission staff and they have been very well received throughout the State.

AVIATION SAFETY—South Carolina has an outstanding Aviation Safety record and the Commission has worked vigorously to see that this record is maintained. One method used in the Pilot Safety Clinic. These clinics are held at the various airports in the state in cooperation with the local operator and cover such topics as weather, navigation, regulations, and maintenance. The Aeronautics Commission also cooperates with the Aircraft Owners and Pilots Association in their Flight Training Program. This program will be continued during the coming year. The Aeronautics Commission also participated in the Federal Aviation Agency's program to select the Aviation Mechanic of the year. Harold Cox of Stevens Aviation of Greenville was selected as the Aviation Mechanic contributing the most to Aviation Safety in South Carolina 1965.

PUBLICATIONS—Preparation and publication of the S. C. Aviation Newsletter is also a function of the Commission. The Newsletter is published monthly and is mailed to over 1,200 aircraft owners, pilots and other interested persons. It contains current facts, regulations, safety articles and matters concerning the Commission's policy. Other publications are the S. C. Airport Directory, the Aviation Information Card, an Aircraft Registration booklet which also lists aircraft registered for Civil Defense and licensed Agriculture Pilots, a teachers Guide, "Aviation Education in South Carolina" and various safety brochures.

The Commission also continues to sponsor the "South Carolina Breakfast Club." This group, the oldest flying organization in the state, meets every second Sunday at different airports throughout the State.

AIRPORT MAINTENANCE AND IMPROVEMENTS**Year Ending November 30, 1965**

The major airport maintenance consisted of mowing, erosion and weed control on ninety-one airports and aerial applicator strips in South Carolina.

Total acreage mowed during the growing season approximated some 50,200 acres. Most of this work is accomplished by using high speed rotary mowers adaptable to highway travel and based at four locations in the state.

The state airmarking system, a summer project using college students, resulted in painting fifty new airmarkers and repainting one hundred and five. We also did maintenance work as removing all grass from cracks in runways at Myrtle Beach Airport and then thoroughly cleaning these cracks, then putting a special chemical preparation to eliminate any further growth of grass in these areas. We also installed taxiway markers on each taxiway at this airport.

AIRPORT CONSTRUCTION—New airport developments started in 1965 are Conway and Clarendon County. These airports should be finished by early spring of 1966.

Newberry Airport has had extensive improvements such as the NNW-SSW runway extended to 3,400 feet, now paved 60 feet wide, lighted and rotating beacon. Barnwell County Airport had improvements such as runway 16-34 resurfaced and taxiways leading down to administration building resurfaced with apron for turn-around.

New lights were installed at Calhoun Falls Airport.

1966 should see several airports under development in different counties over the state.

Spartanburg Airport has had some improvement—one runway NE-SW has been resurfaced.



Aircraft Operated by the Commission



Aircraft Operated by the Commission



Accident Investigation



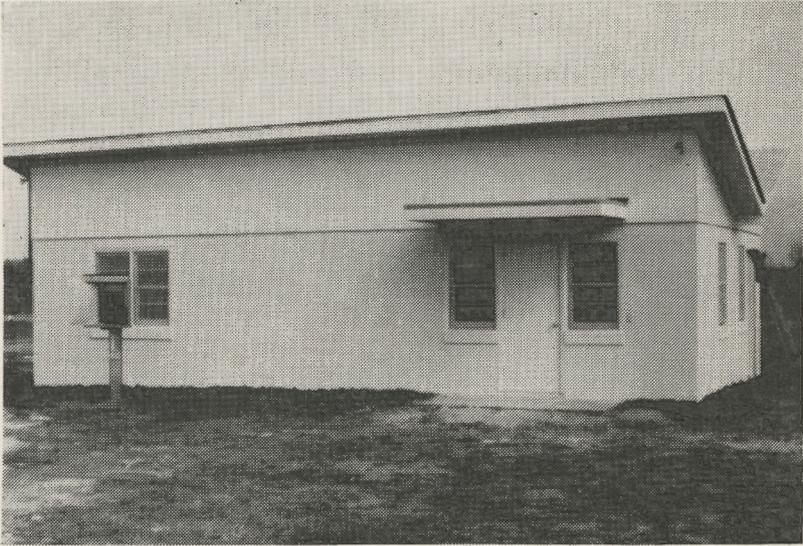
Aerial Application

REGISTRATION OF AIRCRAFT

In accordance with Chapter Two, Section 55, of the State Aviation Law, all civil aircraft based in the State for 30 days or more shall be registered with the South Carolina Aeronautics Commission.

There is no fee charged for registration. Scheduled air carriers and aircraft used exclusively by the U. S. Government are excluded from these provisions. Registration is required on an annual basis and appropriate certificates are issued to show the aircraft has been registered.

Included on the registration application is a request that aircraft be registered for Civil Defense, by owners in the S. C. Civil Defense Plan. This known as the Security Control of Air Traffic; this plan operates on procedures approved by the Air Force, Department of the Navy, Federal Aviation Agency and S. C. Civil Defense Agency. The State is divided into seven districts for this purpose.



New Administration Building at Clemson-Oconee Airport



New Runway at Newberry Airport

AIRCRAFT REGISTERED IN SOUTH CAROLINA BY COUNTIES

	<i>Single-Engine</i>	<i>Multi-Engine</i>	<i>Helicopter</i>
Abbeville	10	1	
Aiken	9	2	
Allendale	12		
Anderson	17	2	
Bamberg	1		
Barnwell	8	1	
Beaufort	8		
Berkeley	7		
Calhoun	0		
Charleston	57	2	
Cherokee	2		
Chester	7	1	
Chesterfield	2		
Clarendon	4		
Colleton	5		
Darlington	23		
Dillon	5	1	
Dorchester	8		
Edgefield	1		
Fairfield	1		
Florence	48	2	
Georgetown	7		
Greenville	31	18	
Greenwood	10	3	
Hampton	9		
Horry	7		4
Jasper	1		
Kershaw	8		1
Lancaster	4		
Laurens	6	1	
Lee	2		
Lexington	17	4	
McCormick	0		
Marion	11	2	
Marlboro	8		
Newberry	10		
Oconee	2		
Orangeburg	9	3	1
Pickens	2	1	
Richland	62	7	
Saluda	0		1
Spartanburg	13	3	
Sumter	21	3	
Union	1		
Williamsburg	4		
York	8		1
Out-of-State	18		11
Total	506	57	19

Money presently under allocation for development and improvement—representing 25% of State Aid are as follows:

1965-66

<i>Airport</i>	<i>Amount of State Aid</i>	<i>Description</i>
Anderson	\$ 4,000.00	Lighting
Moncks Corner	22,000.00	Under Construction— Paving
Camden	39,000.00	Extend Runway
Pageland	20,000.00	Construct New Airport— Completed
Cheraw	21,000.00	Lighting, Paving, Beacon
Clarendon	30,000.00	New Airport—Lighting— Paving
Gaffney	25,000.00	New Airport—Proposed
Horry County	36,675.00	Under Construction— New Airport
Lake City	20,000.00	New Airport—Paving— Lighting—Completed
Marlboro County	40,000.00	Proposed Construction— New Airport
Marion-Mullins	19,000.00	Paving
Newberry	19,776.00	Paving, Lighting, Beacon, Grading, Completed
Sumter	24,500.00	Extend Runway
Summerville	20,000.00	Pave Runway
TOTAL	\$340,951.00	

The State of South Carolina, in conjunction with the Federal Aid to Airports Program of the Federal Aviation Agency, participates twenty-five percent in the cost of development, land acquisition excluded. This is based on twenty-five percent community participation and fifty percent federal. The federal government does include land acquisition in their assistance to the extent of their fifty percent.

The Aeronautics Commission concluded two important surveys during 1965. The first dealt with an engineering survey to determine the amount of maintenance, including costs, necessary to the present and future of eight airports in the State System. These facilities were deeded to the various political sub-divisions by the War Assets Administration at the conclusion of World War II. These eight airports are: Aiken, Florence, Anderson,

Darlington, Barnwell, Chester, Georgetown and Walterboro. The purpose of the survey is to determine the immediate and necessary maintenance repair necessary in order to preserve these valuable assets for the future. These facilities represent an average age of about twenty-five years. During these years no major maintenance of any consequence has been performed because it has not been pressing. One thing, we are informed by the Federal Aviation Agency that this remedial maintenance is obligatory for future federal participation in airport development within their criteria. This particular maintenance necessity is not within criteria, since it is purely maintenance, and in which the federal government does not participate.

These airports were leased to the Aeronautics Commission by the various cities and/or counties during the late 1940's, in order that the Commission might assist, within its financial capability, in retaining them so that the communities could be prepared for the industrial future.

In the engineering survey, the Commission has made a determination on each facility as to its aviation need and the airport area that can be realistically released from aviation purpose and assigned to the owner for possible and probable future industrial use. This will also reduce the up-keep costs for non-essential aviation need. With each engineering survey is a diagram outlining this recommendation as to runway and taxiway areas that can properly be abandoned. The criteria for federal aid is limited to one-runway development. The recently developed Greenville-Spartanburg Airport is a good example, one of the best anywhere, and only one runway.

In order to execute this non-aviation release, it will have to be coordinated with the Federal Aviation Agency with the development of land-use maps, which we can have engineered provided funds are available.

The funds needed for areas involving this repair maintenance for the eight airports amount to \$256,560.00 plus ten percent for contingency and an additional \$4,000.00 for the preparation of the land-use maps; a total of \$286,216.00.

If we are to repair all areas presently used for aviation, it would amount to \$414,395.00. Ten percent contingency and land-use map preparation would aggregate \$459,790.00.

Necessary funds are being requested for this purpose.

AIRCRAFT ACCIDENTS

The South Carolina Aeronautics Commission is charged with the responsibility of investigating all general aviation accidents that occur in the state. Aircraft accidents reported from 1 December 1964 to 1 December 1965.

<i>Date</i>	<i>Type Aircraft</i>	<i>Injuries</i>	<i>Damage</i>	<i>Nature of Accident</i>
Dec. 11, 1964	Cessna 182	None	Major	Nose wheel broke off during landing roll due to failure of nose wheel shimmy dampener
Dec. 29, 1964	Piper PA 12	None	Major	Brake locked. Ground looped on take-off
Jan. 2, 1965	Piper PA 22	None	Major	Wind nosed aircraft over while taxiing
Jan. 7, 1965	Beech D 95 A	None	Major	Very hard landing
Jan. 7, 1965	Piper PA 24	1 Minor	Major	Ran out of fuel on cross-country flight
Jan. 8, 1965	Piper 140 Cherokee	None	Minor	Landed down-wind, ran off runway hit fence.
Jan. 20, 1965	N. American F 51	None	Major	Engine failure on final approach
Feb. 2, 1965	Beech C-35	1 Fatal	Destroyed	Non-rated person stole aircraft, crashed on take-off
Feb. 9, 1965	Cessna 172	1 Fatal	Destroyed	Unknown at this time.
Feb. 27, 1965	Piper J-3	1 Minor	Major	Undershot approach, hit power lines
Mar. 14, 1965	Piper PA 24	None	Major	Landing gear failed to lock down after emergency extension
Mar. 25, 1965	Monocoupe	1 Minor	Minor	Ground looped on landing
Mar. 27, 1965	Call-Air	None	Major	Engine failure during dusting run, landed in trees
April 6, 1965	Republic RC-3	None	Major	Porpoised on landing
April 8, 1965	Cessna 172	None	Minor	Ran off runway during landing roll
April 17, 1965	Piper PA 28	None	Major	Hard landing, collapsed nose gear
April 29, 1965	Aeronca 7 AC	None	Major	Engine failure on final approach

May	4, 1965	Cessna 182	1	Serious	None	Passenger got out of aircraft while engine was running, walked into prop.
May	16, 1965	Cessna 172		None	Major	Engine failure, pilot landed in field, aircraft flipped over
June	6, 1965	Cessna 172		None	Major	Aborted take-off from short field, hit trees
June	11, 1965	Piper PA 30		None	Major	Aircraft landed gear up
June	14, 1965	Piper PA 18		None	Minor	Engine failure on take-off
June	18, 1965	Piper PA 18	1	Fatal	Destroyed	Aircraft stalled in turn after spraying run, crashed and burned
June	18, 1965	Hughes 269 A		None	Major	Lost control in spray run
July	2, 1965	Hughes 269 A		None	Major	Ran out of fuel during spray run
July	5, 1965	Piper PA 24		None	Minor	Gear retracted during landing roll
July	14, 1965	Cessna 205		None	Minor	Nose wheel ran into hole while taxiing in
July	25, 1965	Cessna 210		None	Major	Hit prop wash during landing, nosed over
Aug.	8, 1965	Piper PA 25	1	Minor	Destroyed	Hit power line during dusting run
Aug.	18, 1965	Cessna 170		None	Minor	Wing hit tree during forced landing in field
Aug.	20, 1965	Piper PA 24		None	Major	Inadvertently retracted landing gear prior to landing
Aug.	29, 1965	Swift		None	Major	Engine failure, crashed in field
Oct.	5, 1965	Piper PA 22		None	Major	Engine failure in flight, hit trees during emergency landing
Oct.	10, 1965	Mong Special	1	Fatal	Destroyed	Went into spin, failed to recover
Oct.	11, 1965	Piper J-3		None	Major	Ran out of fuel, forced landing in trees
Oct.	15, 1965	Luscombe 8 A		None	Major	Lost control during landing roll, ground looped
Oct.	25, 1965	Piper PA 18	1	Fatal	Destroyed	Unknown at this time

AVIATION IN AGRICULTURE

One of the Commission's most important functions is the supervision and control of Aerial Application in the State. The Commission requires that Aerial Applicators be well experienced in this type flying before an Aerial Applicator permit is issued.

Minimum requirements for an Aerial Applicator permit are: A currently valid FAA commercial license, a minimum of 300 hours pilot time and at least 25 hours of supervised flying time in aerial application under the direction of a qualified aerial applicator.

Aircraft used in this type flying must be properly certificated, and must provide adequate protection for the pilot by having both safety belt and shoulder harness installed.

For the calendar year 1965, 42 aerial applicator permits were issued and 74 aerial applicator planes registered with the Commission.

Aerial Applicators Registered as of June 1, 1965

Edward S. Bradway, 437 Rambling Dr., W. Palm Beach, Fla.
 William K. Fischer, 10203 Torrington Lane, Houston, Texas
 William B. Rowe, 314 W. James St., Vivian, La.
 Jimmy R. Haynes, 523 W. Nevado St., Vivian, La.
 Robert H. Mitchell, 421 S. Pecan St., Vivian, La.
 Dwayne S. Bailey, P. O. Box 7261, Shreveport, La.
 John V. Campbell, 1320 Glen Street, Shreveport, La.
 James M. Swint, Jr., 159 Magruder St., Mineral Wells, Texas
 Jack A. Phillips, Box 356, Fairfax, S. C.
 Henry D. Padgett, Box 351, Fairfax, S. C.
 William E. Henry, Jr., 610 Calvert Ave., Clinton, S. C.
 Ernest H. Marshall, 28201 195th Ave., Homestead, Fla.
 George A. Gedra, 513 N. Main St., Darlington, S. C.
 George B. Marshall, Rt. 1, Horse Shoe, N. C.
 Eugene C. Hatchell, 115 Hemphill St., Chester, S. C.
 James B. Brogdon, 3860 S.W. Archer Rd., Gainesville, Fla.
 Ray M. Buck, Rt. 4, Bern Circle, Anderson, S. C.
 Steve C. Bovie, 1010 Trenton Rd., Langhorne, Pa.
 Irvin S. Sir Louis, 505 York Rd., Jenkintown, Pa.
 Dale E. Taylor, 191 Prince of Wales Dr., Gahanna, Ohio
 James C. Price, Dillon County Airport, Dillon, S. C.

Horace A. Taylor, P. O. Box 992, Dillon, S. C.
Robert W. Merck, Rt. 2, Bishopville, S. C.
Leo L. Sells, 7412 Dorn Cir., Charlotte, N. C.
Robert M. Weatherly, Rt. 2, Timmons ville, S. C.
E. H. Lynam, Jr., 10 Owens Dr., Sumter, S. C.
Dock B. Starnes, Rt. 1, Fort Mill, S. C.
James D. Mills, P. O. Box 341, Paho kee, Fla.
Paul H. Rogers, Rt. 1, Hartsville, S. C.
Reuben F. Greene, Rt. 4, Sumter, S. C.
John A. Seale, II, RFD 2, Box 76, Bowman, S. C.
Jimmie J. Prather, P. O. Box 7261, Shreveport, La.
Bill R. Fink, P. O. Box 7261, Shreveport, La.
William K. Ward, P. O. Box 7261, Shreveport, La.

STATE SUMMARY — BY AIRPORTS

AIRPORT NAME OR CITY	Airport		Total Movements in 1964 by:					Cost of Past Airport Development				Local Share (Total minus (a) & (b))	FAAP Eligible (Total minus (c))	
	Existing (check one)	Proposed	Air Carrier	Military	Business Aircraft	Air Taxi	Other General Aviation	TOTAL Costs	Federal Contrib. (a)	State Contrib. (b)	Terminal Bldg. Const. (c)			
Abbeville	X				500	200	2,200	\$ 25,000				\$ 25,000		
Aiken	X			1,500	1,500	6,000	1,000	6,000	20,000			10,000	10,000	
Anderson County	X			1,500	1,000	5,000	4,000	4,500	100,000	50,000		25,000	25,000	50,000
Barnwell County	X				1,000		200	600	25,000			12,500	12,500	
Bennettsville-Marlboro	X	X				2,500	1,000	2,000	40,000			20,000	20,000	50,000
Beaufort County	X				300	500	200	300	15,000			7,500	7,500	
Bishopville	X				2,000	3,000	1,500	1,500	1,500				1,500	
Johns Island, Charleston	X				2,000	1,700	2,000							
Charleston, Municipal	X													
Charleston, Municipal	X													
Laurens County	X				1,000	1,500	1,500	1,500	15,000				15,000	
Columbia Metropolitan	X			10,800	7,126	44,000	10,000	30,000	5,520,000	1,600,000		1,600,000	3,920,000	1,600,000
Columbia, Owens Field	X				8,000	3,000	2,000	3,000						
Myrtle Beach	X			1,500	2,000	4,500	4,000	8,000	600,000	300,000	300,000	70,000		230,000
Darlington County	X				2,500	4,000	2,000	4,000	7,000		7,000	7,000		
Dillon County	X				1,000	2,000	1,000	1,500						
Florence Municipal	X			1,800	1,000	5,000	2,500	6,000	92,500		60,000	75,000	32,500	
Cherokee County	X												25,000	100,000
Georgetown County	X				1,000	1,500	1,200	1,000						
Greenville Downtown	X				600	20,000	4,000	20,000	40,000		4,000		40,000	
Greenville County	X				600	7,000	5,000	4,000						
Hampton-Varnville	X					500	200	500	40,000		20,000		20,000	
Hartsville Municipal	X				500	4,000	2,000	4,500	10,000				10,000	
Henningway-Stuckey	X					1,000	1,500	1,500	20,000		10,000		10,000	
Hilton Head	X					500	200	800						
Kershaw Municipal	X				1,500	400	200	5,000						
Lake City Municipal	X					1,000	500	1,300	40,000		20,000		20,000	
Lane	X				1,000	800	700	800						
Loris	X					200	200	300	40,000		20,000		20,000	
McCormick	X					10	10	20						
Marion County	X				500	1,000	500	2,000	2,000		2,000			
Moncks Corner	X					2,000	1,000	3,000						
Orangeburg Municipal	X				1,000	5,000	2,500	4,500	175,000	50,000	5,000	70,000	120,000	50,000
Ridgeland Municipal	X					200	100	400	40,000		20,000		20,000	
St. George	X					800	400	1,200						
St. Matthews	X				5,000	500	500	1,200						
Spartanburg Downtown	X				1,000	8,000	3,000	3,500	90,000	37,000			63,000	37,000
Summerville	X					2,000	1,000	2,600	43,000		23,000		20,000	
Sumter Municipal	X				1,000	6,000	4,000	6,000						
Trenton	X					300	200	400						
Walterboro	X					3,000	1,000	2,500						
Clemson	X				500	2,000	1,000	3,000	300,000	300,000	300,000	6,000		300,000
Greenville-Spartanburg	X			13,200	500	25,000	5,000	2,000	10,500,000	2,300,000		1,750,000	8,200,000	2,300,000
Newberry	X					5,000	2,000	3,000	80,000		20,000		20,000	40,000
Pageland	X					2,000	800	700	80,000		20,000		20,000	40,000
Cheraw	X					2,500	1,000	3,000	84,000		21,000		21,000	42,000

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NATIONAL AIRPORT SURVEY

State Summary Tabulation — All Airports

State of South Carolina

YEAR	(a) Land Acquisition	(b) Landing Area	(c) Lighting	(d) Service Buildings	Sub-Total Items (a) thru (d)	(e) Other Costs	Total Items (a) thru (e)	Funds On Hand or Budgeted	Future Anticipated Funds	Total Sponsors Fund
1966	80,000	705,000	30,000	.....	815,000	.....	815,000	355,000	100,000	335,000
1967	25,000	610,000	15,000	.....	650,000	.....	650,000	.....	360,000	360,000
1968	75,000	495,000	.....	.....	570,000	.....	570,000	.....	300,000	300,000
1969 .....	.....	410,000	.....	.....	410,000	.....	410,000	.....	207,250	207,250
Four Year Total	180,000	2,220,000	45,000	.....	2,445,000	.....	2,445,000	.....	967,250	1,202,250

Estimate of State Funds that will be available for airport development in:—

1966	\$335,000
1967	\$360,000
1968	\$300,000
1969	\$207,250

NATIONAL AIRPORT SUMMARY

State Summary — By Airports — Future Development For the Year 1966

State of South Carolina

AIRPORT NAME OR CITY	Funds Needed to Build or Improve the Airport							Sponsor's Funds Available		
	(a) Land Acquisition	(b) Landing Area	(c) Lighting	(d) Service Buildings	Sub-Total Items (a) thru (d)	(e) Other Costs	Total Items (a) thru (e)	Funds On Hand or Budgeted	Future Anticipated Funds	Total Sponsors Fund
Anderson Municipal .....	.....	100,000	15,000	.....	115,000	.....	115,000	15,000	50,000	65,000
Bennettsville	50,000	135,000	15,000	.....	200,000	.....	200,000	50,000	50,000	100,000
Camden .....	.....	80,000	.....	.....	80,000	.....	80,000	80,000	.....	40,000
Hartsville .....	.....	80,000	.....	.....	80,000	.....	80,000	40,000	.....	20,000
Moncks Corner .....	.....	80,000	.....	.....	80,000	.....	80,000	40,000	.....	20,000
Sumter Municipal .....	.....	160,000	.....	.....	160,000	.....	160,000	80,000	.....	40,000
Gaffney	30,000	70,000	.....	.....	100,000	.....	100,000	50,000	.....	50,000

NATIONAL AIRPORT SUMMARY

State Summary — By Airports — Future Development For the Year 1967

State of South Carolina

AIRPORT NAME OR CITY	Funds Needed to Build or Improve the Airport						Sponsor's Funds Available			
	(a) Land Acquisition	(b) Landing Area	(c) Lighting	(d) Service Buildings	Sub-Total Items (a) thru (d)	(e) Other Costs	Total Items (a) thru (e)	Funds On Hand or Budgeted	Future Anticipated Funds	Total Sponsors Fund
Aiken	80,000	.....	.....	80,000	.....	80,000	.....	40,000	40,000
Chester County	80,000	.....	.....	80,000	.....	80,000	.....	40,000	40,000
Owens Field, Columbia	20,000	.....	.....	20,000	.....	20,000	.....	20,000	20,000
Florence	140,000	.....	.....	140,000	.....	140,000	.....	70,000	70,000
Hilton Head	100,000	15,000	.....	115,000	25,000	140,000	.....	70,000	70,000
Lancaster	25,000	100,000	.....	.....	125,000	.....	125,000	.....	75,000	75,000
Orangeburg	90,000	.....	.....	90,000	.....	90,000	.....	45,000	45,000

NATIONAL AIRPORT SUMMARY

State Summary — By Airports — Future Development For the Year 1968

State of South Carolina

AIRPORT NAME OR CITY	Funds Needed to Build or Improve the Airport							Sponsor's Funds Available		
	(a) Land Acquisition	(b) Landing Area	(c) Lighting	(d) Service Buildings	Sub-Total Items (a) thru (d)	(e) Other Costs	Total Items (a) thru (e)	Funds On Hand or Budgeted	Future Anticipated Funds	Total Sponsors Fund
Johns Island .....	.....	80,000	15,000	.....	95,000	.....	95,000	.....	55,000	55,000
Clemson	50,000	100,000	.....	.....	150,000	.....	150,000	.....	75,000	75,000
Darlington County .....	.....	80,000	.....	.....	80,000	.....	80,000	.....	40,000	40,000
Georgetown .....	.....	80,000	.....	.....	80,000	.....	80,000	.....	40,000	40,000
Marion-Mullins .....	.....	80,000	.....	.....	80,000	.....	80,000	.....	40,000	40,000
St. George	25,000	75,000	.....	.....	100,000	.....	100,000	.....	50,000	50,000

NATIONAL AIRPORT SUMMARY

State Summary — By Airports — Future Development For the Year 1969

State of South Carolina

AIRPORT NAME OR CITY	Funds Needed to Build or Improve the Airport							Sponsor's Funds Available		
	(a) Land Acquisition	(b) Landing Area	(c) Lighting	(d) Service Buildings	Sub-Total Items (a) thru (d)	(e) Other Costs	Total Items (a) thru (e)	Funds On Hand or Budgeted	Future Anticipated Funds	Total Sponsors Fund
Dillon County	80,000	.....	.....	80,000	.....	80,000	.....	40,000	40,000
Greenwood County	50,000	.....	.....	50,000	.....	50,000	.....	25,000	25,000
Rock Hill	75,000	.....	.....	75,000	.....	75,000	.....	40,000	40,000
Summerville	50,000	.....	.....	50,000	.....	50,000	.....	25,000	25,000
Union County	75,000	.....	.....	75,000	.....	75,000	.....	37,250	37,250
Walterboro	80,000	.....	.....	80,000	.....	80,000	.....	40,000	40,000

AIRPORTS IN SOUTH CAROLINA

The fixed base operators listed under this heading, for the most part, offer a full aeronautical service including flight instruction, charter flights, aircraft sales, and in many cases, aerial application service to farmers for defoliation, the control of insects, etc.

Abbeville—Davis Airport (Private)

	<i>Length</i>	<i>Surface</i>
Location—1¼ mile SE		
Manager-Owner—Ralph Davis		
Runway: NE-SW	2,000	Sod
A/C Facilities—80 octane		

Aiken—Aiken Municipal Airport

Location—7 miles north of Aiken		
Manager—S. C. Aeronautics Commission		
Runways: N-S	5,000	Asphalt
NE-SW	5,000	Asphalt
NW-SE	5,000	Asphalt
Lighting—Beacon and Lights on NE-SW runway		
Navigational Aids—Non-directional, 347 kc; AIK, no voice		
Operator—Harry Horne		
A/C Facilities 80/87 octane; A&E service; tie down		

Allendale—Williams Field (Private)

Location—NE of town		
Owner-Operator—A. P. Williams, Allendale		
Runways: NNE-SSW (lighted)	3,150	Turf
NE-SW	2,920	Turf
NW-SE	2,400	Turf
Navigational Aids—VOR "ALD" 116.7 mc.		

Anderson—Anderson Municipal

Location—West of city		
Owner-Operator—S. C. Aeronautics Commission		
Runways: 5-23	5,000	Asphalt
35-17	5,000	Asphalt
Lighting—Runway lights and beacon		
Navigational Aids—VOR 7 miles SW of field— "AND" 108.6 mc.		
Communications—Anderson radio—No tower		
Operator—Carolina Aero Service—Ben Johnson, Mgr.		
Southern Airways		
A/C Facilities—80, 91 and 100 octane, tie down; storage		

Andrews—Overton Field (Private)

	<i>Length</i>	<i>Surface</i>
Location—3 miles South		
Owner—D. D. Overton, Andrews		
Runways: N-S	3,250	Turf
ESE-WNW	3,200	Turf
ENE-WSW	1,600	Turf
Operator—Andrews Flying Service, D. D. Overton— No service		

Bamberg—Carlisle Field

Location—4 miles SE		
Manager—S. C. Aeronautics Commission		
Runways: N-S	2,700	Turf
NE-SW	2,800	Turf
Operator—Bamberg Flying Service		
A/C Facilities—80/87 octane; A&E service		
NE-SW—Lighted		

Barnwell—Barnwell Airport

Location—NW fringe of city		
Manager—S. C. Aeronautics Commission		
Runways: 5-23	5,272	Asphalt
9-27	5,278	Asphalt
16-34 Lighted	5,118	Asphalt
Operator—Attendant on field		
A/C facilities—80 octane; tie down		
Rotating Beacon		

Beaufort—Beaufort County Airport

Location—2 miles ESE		
Owner—Beaufort County		
Runways: NE-SW	3,300	Paved
A/C facilities—Lights, No beacon; 80 and 100 octane		

Bennettsville—Rowe Airport (Private)

Location—1 mile NE		
Manager-Owner—W. S. Rowe, Jr., Bennettsville		
Runways: N-S	4,000	Turf
NE-SW	2,450	Turf
NW-SE	2,100	Turf
Lighting—Landing strip lights on N-S runway		
Navigational Aids—Rotating white and green beacon		
Operator—Rowe Flying Service; also crop dusting and spraying		
A/C Facilities—80 and 91 octane; storage		

Bishopville—Municipal Airport

	<i>Length</i>	<i>Surface</i>
Location—2 miles N		
Manager—S. C. Aeronautics Commission		
Operator—Lee County		
Runways: NE-SW	3,000	Turf
A/C Facilities—80 octane		
Lights		

Calhoun Falls—Hester Memorial Airport

Location—1.2 miles E		
Manager—City of Calhoun Falls		
Runways: E-W	3,800	Paved
Lights; no beacon		

Camden—Woodward Field

Location—2.9 miles NE		
Manager—W. A. Grant, Camden		
Runways: NW-SE	3,000	Asphalt
NE-SW	3,000	Asphalt
A/C Facilities—80/87, 100 octane; A&E, major repairs; Storage; Unicom; Lights		

Campobello—Campobello Airport

Location—4 miles SSW		
Owner—Otis Clayton		
Runways: N-S	1,800	Turf
E-W	2,000	Turf
A/C Facilities—80, 87 octane fuel		

Charleston—Charleston Municipal

Location—10 miles NNW		
Manager—G. Marion Reid, Jr., P. O. Box 501		
Runways: 3-21	7,000	Asphalt
15-33	9,000	Asphalt
Runway 10-28 closed		
Lighting—H. I. runway 15-33; obstruction and approach lights; white and green rotating beacon		
Navigational Aids—VOR 111.6 CHS, L/F Range 329 kc; ILS runway 15 (consult appropriate charts)		
Communications—Tower 118.3; 126.18 mc and 278 mc.		
Operator—Hawthorne Flying Service, John M. Hawkins, Mgr.		
Airlines—Delta, Eastern, National		
A/C Facilities—A&E, major repairs; 80, 91 and 100 octane; 24-hour line service; storage		
NOTE: Joint operation with military, two-way radio mandatory		

Charleston—Carolina Skyways Airport (Private)

	<i>Length</i>	<i>Surface</i>
Location—6 miles SSW (James Island)		
Manager—W. S. Scott, Resident at Airport, RFD 1, Charleston		
Runways: NW-SE	2,250	Turf
E-W	2,500	Turf
ENE-WSW	2,600	Turf
Operator—Carolina Skyways, W. S. Scott		
A/C Facilities—80 octane; A&E storage		

Charleston—John's Island Airport

Location—7 miles SW		
Manager—J. L. Weatherford, 1924 Piper Ave., Air Harbor, Charleston, S. C.		
Runways: 18-36	5,000	Concrete
9-17	5,000	Concrete
3-21	5,000	Concrete
Operator—Weatherford Crop Dusting Service		
A/C Facilities—80 octane; A&E; storage; Unicom		

Cheraw—Cheraw Municipal

Location—4½ miles NNW		
Manager—City of Cheraw—Unattended		
Runways: NNW-SSE Lighted	3,800	Paved
ENE-WSW	2,000	Turf
No A/C Facilities other than tie-down, storage		
Rotating beacon		

Chester—Chester Municipal

Location—6 miles north of Chester		
Manager—S. C. Aeronautics Commission		
Runways: 17-35 (lighted)	5,000	Asphalt
5-23	5,000	Asphalt
11-29	5,000	Asphalt
A/C Facilities—80 and 100 octane		

Church Branch—Clarendon County

Location—13 miles South of Manning, S. C.		
Manager—S. C. Aeronautics Commission		
Runways: NE-SW	2,400	Turf
A/C Facilities—None		

Clemson—Clemson Airport

Location—3 miles NW		
Manager—S. C. Aeronautics Commission		
Runways: NE-SW	3,200	Paved
Lights & Rotating beacon		

Clio—Mack Lamar Field (Private)

	<i>Length</i>	<i>Surface</i>
Location—2.3 miles NE Clio		
Owner—Lamar W. McLaurin, Clio		
Runways: N-W	1,600	Turf
SE-NW	2,050	Turf
A/C Facilities—80 octane		

Columbia—Columbia Metropolitan Airport

Location—6.5 miles SW Columbia		
Manager—City of Columbia		
Runways: 10-28	5,600	Asphalt
5-23	5,000	Asphalt
16-34	4,987	Asphalt
Lighting—H.I. runway; beacon; approach lights R/W 5		
Communications—Tower 119.5 mc., 396 kc.		
Navigational Aids—VOR Columbia radio, 114.7 mc.; CAE; ILS		
Operators—H & H Aviation, Miller Aviation		
Airlines—Delta, Eastern, Southern, Piedmont		
A/C Facilities—80.87, 100 octane; storage; tie down; major repairs; Unicom—123.0		

Columbia—Owens Field

Location—SE of City		
Manager—S. C. Aeronautics Commission		
Runways: 15-33 Lighted	3,607	Asphalt
7-25	3,456	Asphalt
Navigational Aids—LF and OMNI; see information for Columbia Airport		
A/C Facilities—80/87 octane available Columbiair, Midland Aviation; tie down; unicom; lights		
NOTE: Headquarters of S. C. Aeronautics Commission located here.		

Crescent Beach—Myrtle Beach Airport

Location—1.3 miles WNW Crescent Beach		
Manager-Owner—S. C. Aeronautics Commission		
Runways: NE-SW	6,000	Bituminous
Operator—Inland Airlines; Charter & Instruction		
A/C Facilities—80/87, 100 octane; tie down; hangar; lights; lights and beacon; unicom		
Southern & Piedmont Airlines		

Darlington—Darlington County Airport

	<i>Length</i>	<i>Surface</i>
Location—11 miles North of Darlington		
Manager—S. C. Aeronautics Commission		
Runways: 5-23	5,000	Asphalt
10-28	5,000	Asphalt
16-34	5,000	Asphalt
Operators—Gedra Flying Service, Crop Dusting and Spraying, flight instruction, service		
A/C Facilities—80 octane, storage, A&E, repair, unicom		
Runway 10-28 lighted		

Darlington—Moore's Field

Location—1.8 miles SW		
Owner—Ollie Moore		
Runway: NNW-SSE	2,300	Turf
A/C Facilities—80/87 octane fuel, unicom, lights		
Lights on Request		

Dillon—Dillon County Airport

Location—1.7 miles N of Dillon		
Manager—S. C. Aeronautics Commission		
Runway: ENE-WSW	3,000	Paved
A/C Facilities—Parking area; rotating beacon; lighted		

Estill—Estill Airport

Location—2.5 miles SSW		
Runways: WNW-ESE	2,300	Turf
NNE-SSW	2,500	Turf

Estill—Harper's Field (Private)

Location—NE section of town		
Manager-Owner—William Harper, Estill		
Runway: NNE-SSW	2,700	Turf
A/C Facilities—80/87 octane; tie down, aerial applicator service		

Fairfax—Phillips Airport

Location—1 mile S. Fairfax		
Manager—W. F. Barnes, Owner		
Runway: N-S	2,500	Turf
A/C Facilities—80/87 octane; tie down		

Florence—Gilbert Field

	<i>Length</i>	<i>Surface</i>
Location—3 miles ESE		
Manager—S. C. Aeronautics Commission		
Runways: 36-18	6,000	Asphalt
5-23	6,000	Asphalt
11-29	5,000	Asphalt
Lighting—Runway lights, rotating beacon—white green		
Navigational Aids—VOR 115.5 mc.; FLO		
Communications—Florence Radio		
Operators—Powers Flying Service, flight instruction, charter, crop dusting and spraying		
Airlines—Piedmont		
A/C Facilities—80 and 100 octane, storage, A&E service		
Operator—Aero Flight, Inc. flight instruction, charter		
A/C Facilities—80 and 100 octane, storage, A&E		

Georgetown—Georgetown County Airport

Location—4 miles S of Georgetown		
Manager—S. C. Aeronautics Commission		
Runways: 5-23	5,000	Asphalt
16-34	5,000	Asphalt
10-28	5,000	Asphalt
Operator—Georgetown and Western Flying Service		
A/C Facilities—80 and 100 octane, storage, tie down		
Lighting—Runway lights; rotating beacon		

Greenville—Greenville Municipal Airport

Location—East of City		
Manager—August Smith		
Runways: 9-27	4,000	Asphalt
5-23	4,200	Asphalt
18-36	5,395	Asphalt
15-33 CLOSED		
Lighting—Beacon and runway lights		
Navigational Aids—GRL; Instrument Ldg. System (see appropriate charts); Spartanburg OMNI 25 miles NE; SPA		
Communications—Tower, 119.9 mc, and 391 kc.		
Operators—Brannon Aero Service, Gene Brannon, Mgr., Johnson Flying Service, Luther Johnson, Owner, Char- ter, flight instruction, major repair, fuel, storage, Southern Aviation Service		
Airlines—Delta, Eastern and Southern		
A/C Facilities—80, 100 octane, major repairs, storage; unicom 123.0		

Greenwood—Greenwood County Airport

	<i>Length</i>	<i>Surface</i>
Location—3.8 miles N of City		
Manager—Greenwood Airport Commission		
Runways: 4-22	5,000	Asphalt
9-27	5,000	Asphalt
18-36	5,000	Asphalt
Lighting—Runway lights; beacon		
Operator—Lanford Flying Service, Waymon Lanford		
Airlines—Southern Airways		
A/C Facilities—80 and 100 octane; storage; major and minor repairs; Unicom		

Greer—Greenville-Spartanburg Airport

Location—5 miles S		
Owner—Greenville-Spartanburg Airport Commission		
Operator—Stevens Aviation Co.		
Runways: NE-SW	7,600	Paved
Lighting—runway, beacon, approach		
A/C Facilities—80, 100, 115, 130 octane fuel, major maintenance		
Airline—Eastern and Southern		

Hampton—Hampton-Varnville Airport

Location—1.6 miles E Hampton; 1 mile NNE Varnville		
Manager—S. C. Aeronautics Commission		
Runways: ESE-WNW	3,600	Paved
NNE-SSW	2,785	Turf
A/C Facilities—tie downs, 80 octane fuel		
Lights		

Hartsville—Hartsville Municipal Airport

Location—3 miles NNW		
Manager—City of Hartsville and Sidney S. Tison, Jr.		
Runways: NNW-SSE (lighted)	2,000	Turf
E-W	3,500	Turf
Operators—Pee Dee Flying Service		
A/C Facilities—fuel, storage, tie-downs		
Lights and unicom		

Hemingway-Stuckey—Hemingway-Stuckey Municipal Airport

Location—4 miles SSW Hemingway		
Runways: E-W (lighted)	2,400	Paved
A/C Facilities—80 octane, tie-down		

Hilton Head Island—Hilton Head Airport

	<i>Length</i>	<i>Surface</i>
Location—7 miles S. Parris Island Airport		
Runways: NE-SW	3,000	Turf
A/C Facilities—None		
Lights		

Honea Path—Ashley Field (Private)

Location—1.5 miles W		
Manager—Owner—C. P. Ashley, Honea Path		
Runways: NNW-SSE	2,100	Turf
WNW-ESE	1,800	Turf
A/C Facilities—80, octane, storage		

Isle of Palms—Isle of Palms Flight Strip

Location—1.5 miles NE Isle of Palms		
Manager—S. C. Aeronautics Commission		
Runways: ENE-WSW	3,100	Turf and Oyster Shells

Kershaw—Kershaw Municipal Airport

Location—4 miles S		
Manager—City of Kershaw		
Runways: WNW-ESE	2,100	Turf
NE-SW	1,800	Turf
No A/C Facilities		

Kingstree—Prosser's Airport (Private)

Location—8 miles ESE		
Manager E. W. Prosser, Jr. (Owner)		
Runways: NS-EW	2,000	Turf
A/C Facilities—80/87 octane, storage		

Kline—Walker Airport (Private)

Location— $\frac{1}{4}$ mile South		
Manager—J. W. Walker (Owner)		
Runways: NE-SW	2,300	Turf
NW-SE	1,700	Turf
A/C Facilities—Tie down		

Lake City—Evans Airport

Location—1.7 miles SSW		
Manager—City of Lake City		
Runways: N-S	3,000	Paved
A/C Facilities—tie downs—80 octane (on request)		
Lights		

Lake Marion—Goat Island Airport

	<i>Length</i>	<i>Surface</i>
Location—7 miles SSE Summerton		
Manager—William Davis (Owner)		
Runways: NE-SW	2,000	Sod
A/C Facilities—tie downs		

Lamar—Lamar Airport (Private)

Location—West (immediately adjacent to town)		
Runways: E-W	5,000	Sod
A/C Facilities—80 octane, tie down		
NOTE: (Strip constructed on abandoned railway bed— watch for telegraph lines parallel to strip)		

Lancaster—Coulbourn Airport

Location—2 miles SSW		
Manager—County owned—not attended		
Runways: NW-SE	3,200	Turf
ENE-WSW	2,600	Turf
A/C Facilities—80 octane, storage (on request)		

Lanes—Lanes Airport

Location—3 miles S. Lanes		
Manager—Williamsburg County		
Runways: NNW-SSE	3,464	Turf
E-W	3,347	Turf
A/C Facilities—None		

Latta—Latta Airport (Private)

Location—4 miles West		
Owner—R. E. Atkinson, Jr.		
Runway: N-S	3,000	Turf
A/C Facilities—80 and 100 octane		

Laurens—Laurens Municipal Airport

Location—3 miles North-Northeast of Laurens		
Manager—City of Laurens		
Runways: NE-SW	2,800	Paved
A/C Facilities—None		

Loris Airport

Location—2 miles ENE		
Owner—Horry County		
Runways: NE-SW Paved 3,000' x 40'	4,000	Paved
A/C Facilities—None		
Lights		

Marion—Mullins Airport

	<i>Length</i>	<i>Surface</i>
Location—6 miles E. Marion		
Manager—Marion County		
Runway: NE-SW	3,500	Sod
A/C Facilities—None		
Lights		

McCormick—McCormick County Airport

Location—2 miles NE		
Runway: NE-SW	2,600	Clay—later to be turf
No Facilities		

Moncks Corner—Moncks Corner Municipal Airport

Location—1.3 miles WSW		
Manager—S. C. Aeronautics Commission		
Runways: NNW-SSE	1,900	Turf
NE-SW	3,000	Turf
A/C Facilities—80 octane (on request), tie down		

Mt. Pleasant—Remley's Point

Location—1 mile W Mt. Pleasant		
Manager—W. O. Pinckney (Owner)		
Runways: N-S	2,100	Turf
E-W	1,800	Turf
NE-SW	1,600	Turf
A/C Facilities—major repairs; A&E; tie down		

Newberry—Newberry Municipal Airport

Location—2.3 miles NNW		
Manager—S. C. Aeronautics Commission		
Runways: NNE-SSW	3,400	Paved
E-W	2,200	Turf
Lighting—Lights on NNE-SSW runways		
Operator—Shealy Flying Service, E. O. Shealy, flight instruction, charter service		
A/C Facilities—80 octane, storage, major repairs		

Nichols—Battle Field

Location—1 mile SSE		
Runways: NE-SW	2,100	Turf
N-S	1,700	Turf
A/C Facilities—tie down, 80/87 octane		

Orangeburg—Orangeburg Municipal Airport

	<i>Length</i>	<i>Surface</i>
Location—1 mile S		
Manager—T. C. Hadwin, Orangeburg		
Runways: NE-SW	3,400	Paved
SE-NW	2,900	Turf
Lighting—NE-SW runway; beacon		
Operator—Orangeburg Flying Service, T. C. Hadwin, flight instruction, charter service, A&E major and minor repairs		
A/C Facilities—80 and 100 octane, storage, A&E service, Unicom		

Pageland Airport

Location—4 miles NE		
Manager—City of Pageland		
Runway: NE-SW	3,400	Paved
A/C—Tie downs—Lights		

Pontiac—Experimental Station Airstrip

Location—1 mile West of Pontiac		
Manager—Clemson College Sandhill Experiment Station		
Runways: NE-SW	1,800	Turf
A/C Facilities—None		

Ridgeland—Ridgeland Municipal Airport

Location—1.3 miles NW		
Manager—S. C. Aeronautics Commission		
Runways: NNE-SSW	3,137	Paved
A/C Facilities—80/87 octane; storage		
Lights		

Rock Hill—Rock Hill Municipal Airport

Location—Approx. 4 miles Northwest of City of Rock Hill		
Manager—Rock Hill Flying Service		
Runways: NE-SW	3,000	Paved
A/C Facilities—Lights; Rotating Beacon; Unicom		

Shirley—Davis Airport (Private)

Location—.8 miles NE		
Runways: NW-SE	2,000	Turf
A/C Facilities—tie down		

Spartanburg—Spartanburg Memorial Airport

	<i>Length</i>	<i>Surface</i>
Location—2.5 miles SW		
Manager—Southern Aviation Service		
Runways: NE-SW	5,200	Asphalt
WNW-ESE	4,402	Asphalt
N-S	4,223	Asphalt
Lighting—Runway, boundary and beacon		
Navigational Aids—L/F range 248 kc, SPA; OMNI 115.7 mc.		
Communication—Tower 118.3 mc. and 317 kc.		
Operator—Spartan Aviation, Orr's Aero Mechanics		
A/C Facilities—80 and 100 octane, storage, A&E		

St. George—St. George Airport

Location—5 miles NE		
Owner—St. George		
Runways: E-W	1,800	Turf
A/C Facilities—None		

St. Matthews—Calhoun County Airport

Location—6 miles 80 degrees from St. Matthews		
Manager—Mr. John Wannamaker, Owner		
Runways: E-W	2,700	Turf
A/C Facilities—None		
Lights		

St. Stephen—St. Stephen Airport

Location—0.5 miles SE St. Stephen		
Manager—W. S. Powell, Sr., Owner		
Runways: N-S	3,000	Turf
A/C Facilities—80 octane		

Summerton—Grayson Airport (Private)

Location—5 miles NE		
Manager—James F. Grayson (Private)		
Runways: NW-SE	1,335	Turf

Summerville—Summerville Airport

Location—2 miles N		
Owner—S. C. Aeronautics Commission		
Runways: NE-SW	3,000	Turf
A/C Facilities—80 octane		

Sumter—Sumter Municipal Airport

	<i>Length</i>	<i>Surface</i>
Location—4½ miles NNW of City		
Manager—E. H. Lynam, Jr.		
Runways: NE-SW	4,200	Paved
NW-SE	3,300	Turf
Lighting—Runway lights; beacon		
Operator—Sumter Airways, Inc., E. H. Lynam, Jr., instruction, charter		
A/C Facilities—80 octane, storage, A&E major repairs, Unicom		

Timmonsville—Huggins Field (Private)

Location—1 mile NE		
Owner-Operator—M. B. Huggins		
Runways: NW-SE	2,900	Turf
Operator—M. B. Huggins, Flight instruction and charter; crop dusting and spraying		
A/C Facilities—80 and 100 octane, storage		
Lights turned on by Florence Flight Service (on request)		

Trenton—Trenton Municipal Airport

Location—1.2 miles E		
Manager—S. C. Aeronautics Commission		
Runways: ENE-WSW	2,200	Turf
NNW-SSE	2,100	Turf
NE-SW	3,500	Turf
A/C Facilities—None		

Union—Union County Airport

Location—1 mile W		
Manager—Union County Airport Commission		
Runways: NE-SW	3,000	Sod
A/C Facilities—Lights		

Walterboro—Walterboro Municipal Airport

Location—1.3 miles NE		
Manager—S. C. Aeronautics Commission		
Runways: E-W	5,000	Asphalt
NE-SW	5,150	Asphalt
NNW-SSE	5,800	Asphalt
Lighting—Runway lights, beacon		
A/C Facilities—80 octane, storage		

Whitmire—Oxner's Airport

	<i>Length</i>	<i>Surface</i>
Location—4 miles SSE		
Owner—Asa C. Oxner		
Runways: E-W	2,000	Turf
A/C Facilities—80/87 octane, storage, major repairs		

Winnsboro—Winnsboro Airport

Location—3 miles NW		
Manager—S. C. Aeronautics Commission		
Owner—Fairfield County		
Runways: E-W	3,200	Turf
A/C Facilities—None		

York—Cloniger Airport (Private)

Location—2.5 miles N		
Owner—J. C. Cloniger, York		
Runways: N-S	3,000	Turf
A/C Facilities—80 octane available on prior request		
Lights on prior request		

