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**ANNUAL REPORT**  
of the  
**South Carolina**  
**Aeronautics Commission**



**FOR THE YEAR ENDING NOVEMBER 30, 1958**

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STATE DOCUMENTS

Printed Under the Direction of the  
State Budget and Control Board

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**South Carolina**  
**Aeronautics Commission**



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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, 1958.

Respectfully submitted,

**JOHN GREGG McMASTER, Chairman**  
South Carolina Aeronautics Commission



## SOUTH CAROLINA AERONAUTICS COMMISSION

John Gregg McMaster, Chairman,  
Suite 1000, Security Federal Bldg., Columbia, S. C.

Vardry D. Ramseur, Jr., Vice-Chairman,  
212 Riverside Drive, Greenville, S. C.

Edwin P. Carroll, 24 Market Street\_\_\_\_\_Charleston, S. C.

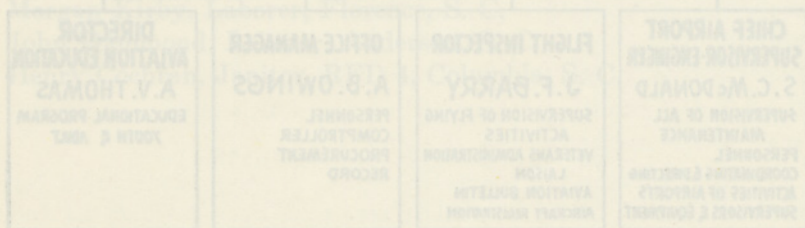
J. C. Cloniger\_\_\_\_\_York, S. C.

Lester F. Hembel\_\_\_\_\_Saluda, S. C.

Lewis B. Hyman\_\_\_\_\_Dillon, S. C.

Joe Wilder\_\_\_\_\_Barnwell, S. C.

G. C. MERCHANT, JR., Director  
P. O. Box 1176  
Columbia, S. C.

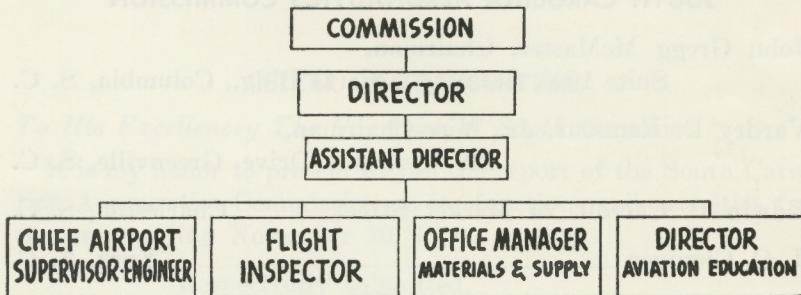




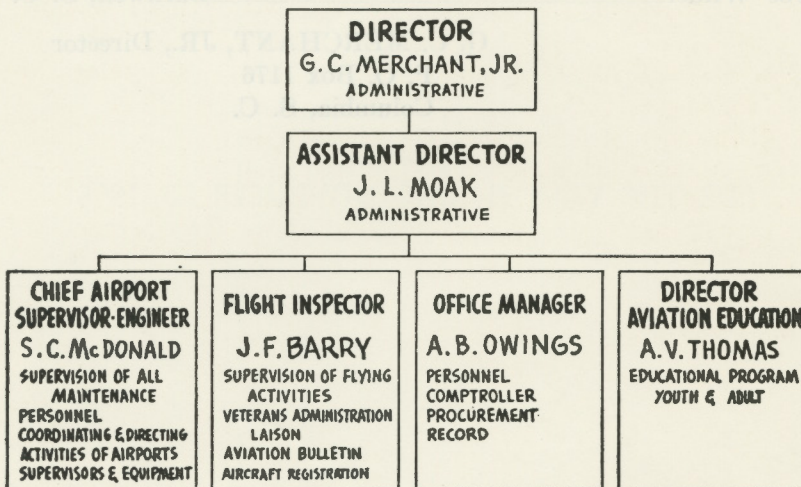
## THE COMMISSION

Created by Act of the 1935 General Assembly, the Aeronautics Commission is charged with the fostering, promotion and regulation of aviation in South Carolina in cooperation with local and federal agencies. A seven man Board appointed by the Governor comprise the Commission, one from each of the Congressional Districts and one at Large, govern the functions of this activity through the Director, appointed by this Commission. The term of each Commissioner is for a four-year period.

## ORGANIZATION TABLE SOUTH CAROLINA AERONAUTICS COMMISSION ORGANIZATION



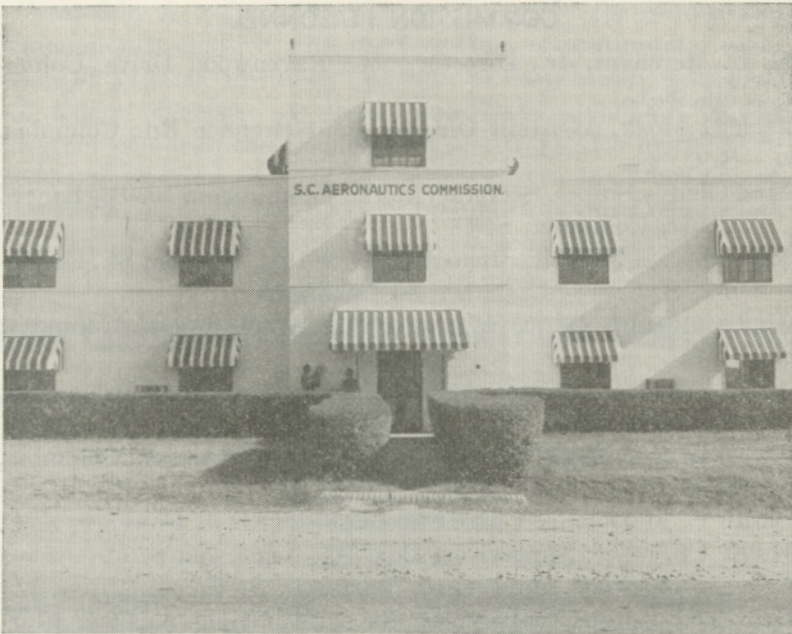
## OPERATING TABLE OPERATIONS



## COMMISSION PERSONNEL

G. C. Merchant, Jr., Director, 5655 Ravenwood Drive, Columbia, S. C.  
Jack L. Moak, Assistant Director, 1551 Brennen Rd., Columbia, S. C.  
Mrs. Gladys Snipes, Secretary to the Commission, 1030½ Kinard Court, Columbia, S. C.  
Mrs. Theresa McNair, Stenographer, 2819½ Blossom St., Columbia, S. C.  
A. B. Owings, Office Manager, 209 Woodrow St., Columbia, S. C.  
A. V. Thomas, Director Aviation Education, 5104 Furman St., Columbia, S. C.  
J. F. Barry, Flight Inspector, 312 Myles Avenue, Columbia, S. C.  
Smith C. McDonald, Chief Supervisor, RFD 4, Florence, S. C.  
H. K. Crowther, Supervisor, Box 344, Anderson, S. C.  
C. S. Youngblood, Supervisor, Barnwell, S. C.  
Grover C. Collins, Supervisor, Rt. 1, Municipal Airport, Florence, 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 Street, Columbia, S. C.  
W. E. Meadows, Electrician, 909 Kingswood Dr., Columbia, S. C.  
Robert Gates, Machine Operator, 1232 Jensen St., West Columbia, S. C.  
S. J. Howard, Machine Operator, Florence, S. C.  
R. W. McKerley, Machine Operator, Barnwell, S. C.  
Johnny Johnson, Machine Operator, Florence, S. C.  
J. L. Tate, Machine Operator, Box 344, Anderson, S. C.  
Morgan Kirby, Laborer, Florence, S. C.  
John Hammond, Laborer, Anderson, S. C.  
Henry Cochran, Janitor, RFD 4, Columbia, S. C.





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

### DEPARTMENT ACTIVITIES

The tremendous advances made in the field of aviation, military and civilian during 1958 have been felt by all segments of the aviation industry.

As a result, problems directly related to such advancements have confronted many phases of the industry. For example the pure jet transport has entered air carrier service on a scheduled basis. Heretofore, the phrase "justification for expenditures for adequate air service" has simply been unimpressive. However, the requirements now outlined for modern day airports and their accompanying facilities required by a community in order to realize the "jet age" benefits, have been strongly outlined to communities seeking industrial expansion in competition with other sections of the country.

It is encouraging to know that plans for the construction for such an airport in the Piedmont area have been formulated and these plans will, in the near future, be presented to the congressional delegation of that area for their consideration.



## GENERAL AVIATION

Industry and communities of South Carolina will all benefit from three new airports now being constructed within South Carolina.

The South Carolina Congressional Delegation granted a total appropriation of \$74,000.00 to be used as matching funds with the Federal Government for the construction of these new installations.

The South Carolina Aeronautics Commission recently received \$163,000.00 from the U. S. Corps of Engineers for construction and improvements to the Crescent Beach Airport. This amount represents one-half ( $\frac{1}{2}$ ) of the approved grant. Improvements and construction work on this airport are expected to be completed during 1959.

## AIRSPACE

Problems pertaining to airspace have played an extremely important part in the activities of this office during 1958. An outstanding example is the controversy between the State and other civil factions versus the Department of the Navy. Beaufort Air Station, operated by the Marine Air Corps has requested approximately 364 sq. miles to be classified as a joint restricted area. The approval of such a request would seriously curtail the flying activities of all other segments of aviation including air carrier and industry owned aircraft. This curtailment could very easily be reflected in the retarding of industrial expansions and the overall economy of our State.

The South Carolina Aeronautics Commission, representing both the State and the National Association of State Aviation Officials, maintains from a safety standpoint that action must be taken to separate military and civilian aircraft, but the designation of restricted areas throughout our State is an encroachment upon state rights. Alternate recommendations have been agreed to by joint investigation teams, but the matter remains unresolved at this time.

## AMATEUR ROCKET ACTIVITIES

During the 1958 General Assembly, a Bill was submitted and passed placing within this office the responsibility for the approval of all amateur rocket firing activities in South Carolina.

Extensive investigation has been made in an effort to acquire a suitable launching range that assures safety to all ground and air borne personnel and property.

In accordance with policies being carried out in other sections of the country between state and defense agencies, attempts have been made to acquire limited, controlled use of one of the present military restricted areas within South Carolina, these being the most logical sites compatible with rocket activities. However, military commanders have thus far declined the use of facilities under their command.

The Civil Aeronautics Board has recently announced the formulation of a proposed ruling on the launching of rockets within controlled airspace. Definite action by the Civil Aeronautics Board will probably be taken within the next few months.

#### **IMPROVEMENT IN SOUTH CAROLINA'S AIR CARRIER SERVICE**

In a case before the Civil Aeronautics Board in which the State Aeronautics Commission was a Petitioner, the Great Lakes—Southeast Case and the St. Louis Case, a decision was announced by the Civil Aeronautics Board during the fall of 1958. As a result of this case, which had been in process for several years, South Carolina will benefit by additional service to the south of and including the Great Lakes areas.

At present the Aeronautics Commission is engaged in two air carrier procedures before the Civil Aeronautics Board. One, the Piedmont Local Service Area Investigation, involving service of a local nature, which is vital to the economic interests of the State. The local service carriers, Piedmont Aviation and Southern Airways are involved. As a result of court action, the trunk lines have been admitted into this case, which includes Delta and Eastern Airlines. Piedmont and Southern are proposing to render service to Greenville, Anderson, Spartanburg, Columbia, Myrtle Beach and Charleston. This local service will afford connecting service at the major terminals of Charlotte and Atlanta in addition to service between these points within the State. The proposals of these two carriers closely parallel the Petition of the Aeronautics Commission in this case with the exception of requested service to Wilmington and Norfolk from Myrtle Beach. The Examiner's Hearing will be conducted in this case in April 1959, and it is expected that the Board will render a decision in the case within a year of that date.



The Aeronautics Commission has also petitioned for intervention in the Southern Transcontinental Service Case which was recently inaugurated by the Board. South Carolina is asking the Board to consider its needs in this case in affording one carrier service from South Carolina beyond Atlanta to major terminal points—Jackson, Mississippi; New Orleans, San Antonio, Houston, Dallas-Fort Worth, Albuquerque, Tuscon, Phoenix, San Diego, Los Angeles and San Francisco. This case involves the Southern tier of States from Atlanta and Jacksonville on the East to San Diego, Los Angeles and San Francisco on the West. The boundaries of the case do not include South Carolina, and the Aeronautics Commission feels that it should be an intervenor since the economic needs of the State have a very definite community of interest with these southern states involved.

### THE BUDGET

The 1958-59 appropriation for operation of the Commission was in the amount of \$158,608.00 and is itemized as follows:

Salaries (administrative, regulation, training and inspection) .....	\$ 34,931.00
Equipment Maintenance .....	7,250.00
Airport Maintenance (salaries) .....	30,054.00
Operation .....	48,700.00
Airport Maintenance .....	25,000.00
Resident Maintenance Supervisors (salaries) .....	12,673.00
Total .....	<hr/> \$158,608.00

### AVIATION EDUCATION

The continued expansion of aviation in all its aspects throughout the world emphasizes the need for aviation education. When it is brought home that within its borders South Carolina has jet planes capable of flying from Columbia to Greenville in four minutes and ten seconds, but that Russia has these planes too, and that our Strategic Air Command has planes capable of flying from the United States to any point on earth, delivering a bomb load and then getting away, but that Russia has these planes too, education in aviation takes on new meaning. Then, too, the space age is upon us with Russia having a slight edge both in ballistic missiles and outer space missiles, further pointing the need for youth to be aware of national and local problems dealing with aviation as they approach voting age.



Latest figures available show that commercial and general aviation flew a total of 10,900,000 hours in 1957, an increase of 24% over the previous year, and it is expected that 1958 figures will show a similar or greater increase over 1957. Business aircraft outflow the domestic scheduled airlines in 1957 by more than one million hours. (General aviation flew 10.9 million hours and traveled 1,400 miles, by comparison the airlines on domestic scheduled flights flew 3.6 million hours and traveled a total of 785 million miles).

Aviation is now and has been for over two years the largest employer of persons in the United States surpassing even the automotive industry. For these reasons, and for many others, aviation education must not be limited to youth alone, but must be made available to all who are willing to learn.

#### **FUNCTIONS OF THE AVIATION EDUCATION DEPARTMENT**

The fifth Aviation Education Workshop was held at the University of South Carolina during the summer of 1958 directed by John F. Barry of the Commission's staff and A. V. Thomas, the Commission's Director of Aviation Education. Thirty teachers, the maximum allowable, attended the three weeks workshop for three semester hours of credit, either graduate or undergraduate. Experts in various fields of aviation came from all over the country to lecture the group, and field trips to military and commercial fields were part of the course to make the class room work more meaningful. Flight experiences were also provided: Delta Airlines provided a night flight in the Columbia area in one of their regular Convair Airlines, Pope Air Force Base in North Carolina provided one of the C-123 cargo and troop carrier planes to take the teachers from Columbia to Donaldson AFB and return, and light plane experience flights were provided by the Commission and commercial operators in the Columbia area. The Commission was aided in presenting the workshop by the cooperation of Delta and Eastern Airlines, the Civil Air Patrol and the Air Force ROTC unit at the University of South Carolina. Also excellent cooperation was received from the Air Force and Air National Guard. At the conclusion of the workshop evaluations turned in by the teachers, unsigned, were flattering in the extreme and pointed out the need for a continuation of this program.

**PILOT CLINICS:** Another popular feature of the Education Department has been the continuation of pilot clinics started some two years ago. It was found that many pilots in the area were flying planes equipped with expensive radio equipment, but without the knowledge for its effective use. Five pilot clinics were conducted during 1958 where the use of the L/F Ranges, the OMNI ranges, the Automatic Direction Finders and general radio procedures were explained by the Director of Aviation Education. In addition an excellent safety film, "The Flight Decision", was shown at these clinics.

**TV:** The Director of Aviation Education presented a half hour demonstration of radio aids to air navigation, utilizing audio-visual aids developed in the Commission's shops, over North Carolina's Education TV chain to an estimated audience of 7,000. This program was also viewed by many schools in South Carolina who subscribe to the TV classes or watch on the open circuit.

**CIVIC CLUBS:** Over two thousand persons were addressed by this department, mostly in groups of thirty to forty, as civic clubs throughout the state have become aware that these programs are available. Three programs are available to civic clubs, schools, churches, etc. In one, the advantages of flying for business or pleasure are pointed out and a film, "The Flying Business Man," is shown. In another, the talk is on, "The Why and How of Aviation Education", and some of our audio-visual aids are demonstrated to illustrate the talk. The third is a thirty minute film called "Man in Space" which is available to these organizations to show on their own projector. No mention of the South Carolina Aeronautics Commission is made in these talks other than in the introduction. Their purpose is to promote and explain aviation as it is today.

**NEWSLETTER:** Preparation and publishing of the South Carolina Aviation Newsletter, a bi-monthly publication of the Commission which reaches about 1,175 interested parties, has been the responsibility of the Education Department for more than a year. Current facts and figures about aviation, safety hints, news items about state aviation and matters of Commission policy are discussed in the Newsletter.

**AIRSPACE:** Representing the Aeronautics Commission at both Sub-Committee and Washington Division levels has been



a function of this department. The rapidly diminishing airspace in the United States is a very real problem to all of general aviation, and the recent attempts by the Marines to restrict huge blocks of airspace in the Beaufort, S. C. area for their own use has brought this problem home to South Carolina. A careful watch must be kept to prevent the usurpation of South Carolina airspace by the military, and insure general aviation free access to the airspace over the state. It is realized the huge air bases in South Carolina are a considerable asset to the communities in which they are located, and it is also realized that in some cases restricted airspace for their use is a necessity for the sake of safety in flying, but this restricted airspace must be held to a minimum if general aviation is to survive, as well as to protect the state for future industrial development.

**PHOTOGRAPHY:** In the study of survivable aircraft accidents the Crash Injury Research Institute of Cornell University has asked the former Civil Aeronautics Administration to furnish them with pictures taken at the scene of survivable aircraft accidents. The Aeronautics Commission has cooperated with the local CAA agents in the investigation of aircraft accidents in the state, and in the course of such investigations has furnished the CAA with photographs to be forwarded to Cornell. This photography and subsequent dark-room processing has been the responsibility of the Aviation Education Department. In addition every airport in the state has been photographed from the air and these pictures have been used in the preparation of a state airport directory which is now in the hands of all registered aircraft owners in the state as well as fixed base operators, airport managers, weather bureau stations, etc. This involved the taking and processing of over one hundred aerial photographs. News pictures for use in the Aviation Newsletter are also handled by this department.

### **AIRPORT MAINTENANCE AND DEVELOPMENT**

The major airport maintenance provided was the mowing of landing areas on seventy-five airports and aerial applicator strips throughout the state. This service was provided by permanently based crews located at Anderson, Columbia, Florence, Barnwell, and Walterboro, using mobile high-speed rotary mowers. These mowers were designed and made by personnel of the Aeronautics Commission. One of each is based at the above mentioned bases.



Airport boundary markers have been installed at newly developed airports and were repaired where necessary on existing airports. Air marking of communities has continued—repainting where faded or obliterated and additions in other communities. A total of 160 new and faded signs were repainted this summer.

The Commission is continually concerned with the development of adequate airports for the State. It is sincerely hoped that sufficient interest and support can be generated for such facilities in the immediate vicinity of all communities. There is a growing need for such sites.

There are two more airports in the initial stages of engineering. Those are Union and Marion Counties, and these airports will be constructed with State and Federal funds which are already appropriated.

Construction on Dillon County Airport is completed except for surface treating which will be accomplished this spring and this field is now open to the public on a 24 hour a day basis.

Rock Hill Airport is well under construction and should be ready for use in late 1959.

Runway lights have been installed at Hampton- Varnville Airport and Bamberg Airport. These fields are available for 24 hour use.

Camden and Darlington County Airports are in the process of being lighted.

One additional runway has been lighted at Florence, and the North side of the big hangar has been completely rebuilt.

#### **MAINTENANCE AND IMPROVEMENTS ACCOMPLISHED ON STATE SYSTEM AIRPORTS SINCE JUNE 30, 1958**

*Hampton-Varnville*—New runway lights on one runway, Administration Building remodeled and caretaker residing in same. Hangar doors rebuilt in one end and field disced and releveled.

*Bamberg*—NE-SW runway lighted.

*Aiken*—NE-SW runway lighted with medium intensity lights.

*Florence*—Runway lights installed on L.F. instrument approach runway. North side of large hangar completely rebuilt.

*Anderson*—Administration Building repainted interior and exterior.

*Darlington*—Materials acquired to light 3,000 ft. of NE-SW runway.

*Walterboro*—New transformer installed on field lighting system, metal siding completed on nose end hangar.

*Crescent Beach*—Engineering and master plans being completed for extensive rebuilding.

*Georgetown*—Hangars repainted with rust preventive paint and taxi-ways cleared of scrub growth.

*Isle of Palms*—Boundary Markers painted.

*Ridgeland*—Grass cutting.

*Estill*—Grass cutting.

*Newberry*—Approaches cleared, runways of scrub growth, along edges and boundary markers painted.

*Barnwell*—Chlorea soil sterilent broadcast on NW-SE runway for weed control.

*Statewide*—All airports in the State have been kept in a safe condition through scheduled mowings which was accomplished with four mobile rotary mowers in addition to all above maintenance. 160 new and repainted airmarkers were completed using two seasonal temporary airmarking crews.

### REGISTRATION OF AIRCRAFT

In its function of promoting aviation in South Carolina and in the enforcement of rules and regulations promulgated by the Commission in keeping with provisions of law, it is required that all aircraft based within the state must be registered with the Commission. There is no fee attached to such registration. Scheduled air carriers and aircraft used exclusively by the U. S. Government are excluded by these provisions. This registration is required on an annual basis and appropriate certificates are issued. Included in the registration program is a listing of aircraft that are voluntarily registered for civil defense by owners in the South Carolina Civil Defense Plan. This is known as the Security Control of Air Traffic; this plan operates on procedures approved by the Air Force, Civil Aeronautics Administration and the Department of the Navy. The state is divided into seven districts for this purpose.

During the year 1958, the following numbers and types of aircraft were registered by the Commission:



	1958
Conventional type aircraft .....	365
Agricultural aircraft .....	86
<b>Total</b> .....	<b>451</b>
Aircraft based in South Carolina .....	402
Out-of-State aircraft registered in S. C. ....	49
<b>Total</b> .....	<b>451</b>
Percentage of aircraft registered for Civil Defense .....	97%
Number of aircraft seating 1 to 3 passengers .....	293
Number of aircraft seating 4 or over, passengers .....	158
<b>Total</b> .....	<b>512</b>
Number of aircraft applicator pilots registered .....	58

### AVIATION IN AGRICULTURE

Although acreage in cultivation has been decreased considerably due to the soil bank program, aviation has continued to provide the farmers of South Carolina with one of the best means available for the application of insecticides. The use of aircraft in spraying and dusting crops, forests, and in mosquito control employs over 50 pilots and some 90 aircraft. The Commission closely supervises these operations and issues licenses to qualified pilots. Minimum requirements for an agriculture pilot in South Carolina are a currently valid CAA 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 applicator. Aircraft used in this work must be properly certificated and provide adequate protection for the pilot.

1958 saw the introduction of two new helicopter companies in South Carolina. The Conair Helicopter Company of Spartanburg, operates two helicopters in power line patrol, weed control and other phases of applicator work and Inland Airlines, Inc. of Myrtle Beach also operates two helicopters in this type work in addition to their charter passenger business.

The helicopter has proven to be very successful in aerial application and a great increase in this type aircraft is expected in the next few years.

The Commission publishes a roster of licensed applicators each year.



# REPORTED AIRCRAFT ACCIDENTS IN SOUTH CAROLINA

## 1 January 1958 to 31 November 1958

Date	Type Aircraft	Injuries	Damage	Nature of Accident
Jan. 1, 1958.....	Cessna 182.....	2 Fatal.....	Major.....	Exhausted fuel, forced landing in lake.
Feb. 16, 1958.....	Piper PA-18.....	Minor.....	Major.....	Engine failure on simulated forced landing.
Feb. 27, 1958.....	Ercoupe.....	None.....	Minor.....	Hard landing collapsed nose gear.
Mar. 8, 1958.....	Piper J-3.....	None.....	Minor.....	Student taxied into another aircraft.
Mar. 10, 1958.....	Piper PA-22.....	None.....	Minor.....	Pilot taxied too close to transport aircraft.
Mar. 13, 1958.....	Cessna 140A.....	1 Fatal.....	Destroyed.....	Exhausted fuel while on instrument approach.
Mar. 21, 1958.....	Piper PA-22.....	None.....	Major.....	Nosed aircraft over while taxiing in gusty wind.
Mar. 23, 1958.....	Culver LF A.....	Minor.....	Destroyed.....	Engine failure on X-country flight.
Mar. 30, 1958.....	Cessna 140.....	None.....	Major.....	Forced landing due to weather-overshot field.
April 11, 1958.....	Piper PA-18.....	None.....	Minor.....	A/c struck ground while engaged in low flying level.
April 12, 1958.....	Piper L-4.....	1 Serious.....	Destroyed.....	A/c struck wires and fence on simulated forced landing.
April 13, 1958.....	Piper PA-22.....	None.....	Major.....	Stalled on approach to landing.
April 19, 1958.....	Funk B-85.....	None.....	Minor.....	Struck power line on go-around.
April 20, 1958.....	Piper PA-16.....	None.....	Major.....	Landing gear collapsed on landing.
April 26, 1958.....	Aeronca Champion..	1 Serious.....	Major.....	Struck power line on approach.
May 10, 1958.....	Beech Bonanza.....	None.....	Major.....	Retracted gear on ground.
May 21, 1958.....	Beech Bonanza.....	2 Fatal.....	Major.....	Propeller failure, crash landing in river.
May 24, 1958.....	Cessna 140A.....	None.....	Minor.....	Engine failure.
May 24, 1958.....	Luscombe 8-A.....	1 Fatal.....	Destroyed.....	Stalled out of low turn.
May 31, 1958.....	Piper J-3.....	None.....	Major.....	Exhausted fuel on X-country flight.
June 14, 1958.....	Piper PA-18.....	None.....	Major.....	Ground loop.
June 15, 1958.....	Champion 7-FC.....	None.....	Major.....	Overtuned by thunder storm.
June 15, 1958.....	Piper J-3.....	None.....	Major.....	Wing struck ground on take-off.
June 19, 1958.....	Piper PA-18.....	2 Fatal.....	Destroyed.....	Stalled out of low turn.
June 25, 1958.....	Piper J-3.....	1 Serious.....	Destroyed.....	Struck tree while crop dusting.
June 29, 1958.....	Aeronca L-16.....	Minor.....	Major.....	Struck telephone pole while taxing.
June 29, 1958.....	Aeronca 11-AC.....	None.....	Major.....	Exhausted fuel on X-country flight.
July 30, 1958.....	Piper AE-1.....	None.....	Major.....	Forced landing, spray pump blade failure.
July 30, 1958.....	Piper J-3.....	1 Fatal.....	Major.....	Crashed while dusting.
July 27, 1958.....	Cessna 170-B.....	None.....	Major.....	Ground loop while landing.
Aug. 2, 1958.....	Piper PA-18.....	Minor.....	Destroyed.....	Engine failure on take-off.
Aug. 12, 1958.....	Piper J-3.....	1 Serious.....	Destroyed.....	Struck power line while dusting.
Aug. 19, 1958.....	Cessna 140.....	None.....	Minor.....	Forced landing due to weather.
Aug. 23, 1958.....	Boeing A-75.....	None.....	Major.....	Ran into ditch on take-off.
Aug. 24, 1958.....	Piper PA-22.....	Minor.....	Major.....	Overshot runway, nosed over.
Aug. 28, 1958.....	Piper PA-18.....	None.....	Major.....	Ground looped on landing.
Sept. 1, 1958.....	Piper PA-12.....	Minor.....	Major.....	Failure to turn on gas.
Sept. 15, 1958.....	Piper J-3.....	None.....	Major.....	Struck Post on take off from road.
Sept. 30, 1958.....	Cessna 180.....	None.....	Major.....	Struck power line on low level flight.
Oct. 12, 1958.....	Aeronca L-16.....	None.....	Major.....	Exhausted fuel.
Nov. 8, 1958.....	Aeronca L-16.....	1 Fatal.....	Major.....	Struck house while engaged in low level flying.
Nov. 12, 1958.....	Funk 85-C.....	None.....	Major.....	Engine failure on X-country flight.

## 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. This report indicates a gain of eleven airports during 1958.

### Abbeville—Davis Airport (Private)

Location—1¼ mile SE

Manager—Owner—Ralph Davis

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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—Harold Weathersbee

A/C Facilities—80/87; 91 oct; A&E service; tie down

### Allendale—Williams Field (Private)

Location—NE of town

Owner—Operator—A. P. Williams, Allendale

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NNE-SSW .....	3,150	Turf
NE-SW .....	2,920	Turf
NW-SE .....	2,400	Turf

Navigational Aids—VOR (No Voice) "ALD" 116.7 mc

### Anderson—Anderson Municipal

Location—West of city

Owner-Operator—Joint City and S. C. Aeronautics Commission

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
5-23 .....	5,000	Asphalt
35-17 .....	5,000	Asphalt



Lighting—Runway lights and beacon

Navigational Aids—non-directional "AND" 353 kc; VOR 22 miles SW of field  
—"RYN" 114.3 mc.

Communications—Anderson radio—No tower

Operators—Carolina Aero Service—Ben Johnson, Manager

Airline—Eastern Airlines

A/C Facilities—80, 91 and 100 octane, tie downs; storage

### Andrews—Overton Field (Private)

Location—3 miles South

Owner—D. D. Overton, Andrews

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
N-S .....	2,700	Turf
NE-SW .....	2,800	Turf

Operator—Bamberg Flying Service

A/C Facilities—80/87 octane; A&E service

### Barnwell—Barnwell Airport

Location—NW fringe of city

Manager—S. C. Aeronautics Commission

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
5-23—Lights on Request .....	5,272	Asphalt
9-27 .....	5,278	Asphalt
16-34 .....	5,118	Asphalt

Operator—Attendant on field

A/C Facilities—80 octane; tie down

### Beaufort—Beaufort County Airport

Location—2 miles ESE

Owner—Beaufort County

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NE-SW .....	3,300	Turf

A/C Facilities—None

**Bennettsville—Rowe Airport (Private)**

Location—1 mile NE

Manager-Owner—W. S. Rowe, Jr., Bennettsville

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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

Operators—Rowe Flying Service; also crop dusting and spraying

A/C Facilities—80 and 91 octane; storage

**Bishopville—Municipal Airport**

Location—2 miles N

Owner—Lee County

Operator—J. G. David, Bishopville

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NNE-SSW .....	1,850	Turf
E-W .....	1,800	Turf

A/C Facilities—80 octane

**Bonneau—Porcher Airport (Private)**

Location—4.7 miles NW Bonneau

Owner—R. D. Porcher, Pinopolis, S. C.

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NNE-SSW .....	2,400	Turf
E-W .....	1,600	Turf

**Calhoun Falls—Hester Memorial Airport**

Location—1.2 miles E

Manager—City of Calhoun Falls

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
E-W .....	3,800	Turf

A/C Facilities—None

**Camden—Woodward Field**

Location 2.9 miles NE

Manager-Owner—W. A. Grant, Camden

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NW-SE .....	3,000	Asphalt
NE-SW .....	3,000	Asphalt

A/C Facilities—80/87, 100 octane; A&amp;E, major repairs, storage

**Campobello—Campobello Airport**

Location—4 miles SSW

Owner—Otis Clayton

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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 kc.

Operators—Hawthorne Flying Service, John M. Hawkins, Manager

Airline—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)

Location—6 miles SSW (James Island)

Manager—W. S. Scott, Resident at Airport, RFD 1, Charleston

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
18-36 .....	5,000	Concrete
9-27 .....	5,000	Concrete
3-21 .....	5,000	Concrete

Operator—Weatherford Crop Dusting Services

A/C Facilities—80 octane, A&E, storage; Unicom

### Cheraw—Cheraw Municipal

Location—4½ miles NNW

Manager—City of Cheraw—unattended

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NNW-SSE .....	2,200	Turf
ENE-WSW .....	2,100	Turf

No A/C Facilities other than tie-down, storage

**Chester—Chester Municipal**

Location—6 miles north of Chester

Manager—Owner—Chester Airport Commission

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
17-35 .....	5,000	Asphalt
5-23 .....	5,000	Asphalt
11-29 .....	5,000	Asphalt

A/C Facilities—None. Drag racing on airport week-ends.

**Clemson—Temporary Airstrip**

Location—2 miles S. Clemson

Manager—Clemson College

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NE-SW .....	2,500	Turf

A/C Facilities—None

**Clio—Mack Lamar Field (Private)**

Location—2.3 miles NE Clio

Owner—Lamar W. McLaurin, Clio

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
E-W .....	1,600	Turf
SE-NW .....	2,050	Turf

A/C Facilities—80 octane

**Columbia—Columbia Airport**

Location—6.5 miles SW Columbia

Manager—City of Columbia

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
10-28 .....	5,600	Asphalt
5-23 .....	5,000	Asphalt
16-34 .....	4,987	Asphalt

Lighting—H. I. runway; beacon; Appch. lights R/W 5

Communications—Tower 119.5, mc. 396 kc

Navigational Aids VOR Columbia radio, 114.7 mc; CAE; L/F 227 kc; ILS

Operators—Aircraft Sales & Service; Aviation Enterprises

Airlines—Delta, Eastern

A/C Facilities—80/87, 91, 100 octane; storage; tie-down; Major repairs.

**Columbia—Owens Field**

Location—SE of City

Manager—City of Columbia

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
15-33 .....	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 by Aeronautics Commission; tie down;  
unicom

NOTE: Headquarters of S. C. Aeronautics Commission located here.



**Crescent Beach—Crescent Beach Airport**

Location—1.3 miles WNW Crescent Beach

Manager-Owner—S. C. Aeronautics Commission

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NE-SW .....	6,000	Bituminous

Operator—Coastal Flying Service. Charter and Instruction

A/C Facilities—80/87, 91 octane; tie down

**Darlington—Darlington County Airport**

Location—11 miles North of Darlington

Manager—S. C. Aeronautics Commission

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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&amp;E, repair, unicom

**Darlington—Moore's Field**

Location—1.8 miles SW

Owner—Ollie Moore

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NNW-SSE .....	2,300	Turf

A/C Facilities—80/87 octane fuel

**Dillon—Dillon County Airport**

Location—1.7 miles N of Dillon

Manager—Dillon County Airport Commission

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
ENE-WSW .....	3,000	Turf

A/C Facilities—Parking Area

**Estill—Estill Airport**

Location—2.5 miles SSW

Manager—S. C. Aeronautics Commission

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
WNW-ESE .....	2,300	Turf
NNE-SSW .....	2,500	Turf

A/C Facilities—None

**Estill—Harper's Field (Private)**

Location—NE section of town

Manager-Owner—William Harper, Estill

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
N-S .....	2,500	Turf

A/C Facilities—80/87 octane summer only; tie down

**Florence—Gilbert Field**

Location—3 miles ESE

Manager—S. C. Aeronautics Commission

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
36-18 .....	6,000	Asphalt
5-23 .....	6,000	Asphalt
11-29 .....	5,000	Asphalt

Lighting—Runway lights, rotating beacon—white and green

Navigation Aids—VOR 115.5 mc; FLO; L/F 320 kc

Communications—Florence Radio

Operators—Powers Flying Service, flight instruction, charter, crop dusting and spraying

Airlines—Eastern Air Lines

A/C Facilities—80, 91 and 100 octane, storage, A&amp;E service

**Georgetown—Georgetown County Airport**

Location—4 miles south of Georgetown

Manager—S. C. Aeronautics Commission

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
5-23 .....	5,000	Asphalt
16-34 .....	5,000	Asphalt
10-28 .....	5,000	Asphalt

Operator—Beacon Flying Service

A/C Facilities—80 and 100 octane, storage, tie down

**Greenville—Greenville Municipal Airport**

Location—East of City

Manager—O. L. Andrews, P. O. Box 5133

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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—L/F 281 kc, GRL; Instrument Ldg. System (see appropriate charts); Spartanburg OMNI 25 mi. NE; SPA

Communications—Tower, 119.9 mc and 391 kc

Operators—American Aviation Company, K. C. Benbow, Mgr., Brannon Aero Service, Gene Brannon, Mgr., Johnson Flying Service, Luther Johnson, Owner. Charter, flight instruction, major repair, fuel, storage

Airlines—Delta, Eastern, and Southern

A/C Facilities—80, 91 and 100 octane, major repairs, storage



**Greenwood—Greenwood County Airport**

Location—3.8 miles N. of City

Manager—Greenwood Airport Commission

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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 91 octane, storage, major and minor repairs

**Hampton—Hampton-Varnville Airport**

Location—1.6 miles E. Hampton; 1 mile NNE Varnville

Manager—S. C. Aeronautics Commission

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
ESE-WNW .....	2,800	Turf
NNE-SSW .....	2,785	Turf

A/C Facilities—tie-downs; 80 octane fuel

**Hartsville—Hartsville Municipal Airport**

Location—2 miles NE

Manager—City of Hartsville and Sidney S. Tison, Jr.

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NNW-SSE .....	2,000	Turf
E-W .....	2,450	Turf

Operators—S. S. Tison, Jr.

A/C Facilities—fuel, storage, tie-downs

**Hemingway-Stuckey—Hemingway-Stuckey Municipal Airport**

Location—4 miles SSW Hemingway

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
E-W .....	3,000	Sod

A/C Facilities—80 octane, tie-down

**Hilton Head Island—Hilton Head Airport**

Location—7 miles S. Parris Island Airport

Manager—Louis Scott

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NE-SW .....	3,000	Turf
E-W .....	2,200	Turf

A/C Facilities—None

**Honea Path—Ashley Field (Private)**

Location—1.5 mile W.

Manager—Owner—C. P. Ashley, Honea Path

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
ENE-WSW .....	2,100	Turf and Oyster Shells

No A/C Facilities

**Kershaw—Kershaw Municipal Airport**

Location—4 miles S

Manager—City of Kershaw

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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)

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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)

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NE-SW .....	2,300	Turf
NW-SE .....	1,700	Turf

A/C Facilities—Tie-down

**Lake City—Brown Field**

Location—1.7 miles SSW

Owner—Lake City

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
N-S .....	2,300	Turf
NNW-SSE .....	2,100	Turf

A/C Facilities—80 octane (on request)

**Lake Marion—Goat Island Airport**

Location—7 miles SSE Summerton

Manager—William Davis (Owner)

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NE-SW .....	2,000	Sod

A/C Facilities—tie-downs



**Lamar—Lamar Airport (Private)**

Location—West (immediately adjacent to town)

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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—Mrs. R. M. Browner, Owner

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NNW-SSE .....	3,464	Turf
EW .....	3,347	Turf

A/C Facilities—None

**Latta—Latta Airport (Private)**

Location—1 mile NW

Owner—R. E. Atkinson, Jr.

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NNE-SSW .....	1,800	Turf

A/C Facilities—80/87 octane fuel

**McCormick—McCormick County Airport**

Location—2 miles NE

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NE-SW .....	2,600	Clay—later to be turf

No Facilities

**Moncks Corner—Moncks Corner Municipal Airport**

Location—1.3 miles WSW

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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)

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NS .....	2,100	Turf
EW .....	1,800	Turf
NE-SW .....	1,600	Turf

A/C Facilities—major repairs; A&E; tie-down

### **Myrtle Beach—Myrtle Beach Municipal Airport/A. F. B.**

Location—3 miles WSW

Manager—U.S.A.F

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
N-S .....	10,000	Concrete
EW .....	5,000	Asphalt

Lighting—Runway, approach, obstruction and wind tee

Navigational Aids—117.8 mc VOR; L/F 203 kc "MYR"

Communications—Military Tower: 126.18, 121.5 mc

Airlines—Piedmont Airlines—Seasonal

A/C Facilities—80 and 91 octane, storage, tie-down

### **Newberry—Newberry Municipal Airport**

Location—2.3 miles NNW

Manager—City, County and S. C. Aeronautics Commission

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NNE-SSW .....	2,200	Turf
E-W .....	2,200	Turf

Lighting—Lights on NNE-SSW runway; advance notice required

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

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NE-SW .....	2,100	Turf
N-S .....	1,700	Turf

A/C Facilities—tie down, 80/87 octane

### **Orangeburg—Orangeburg Municipal Airport**

Location—1 mile S.

Manager—T. C. Hadwin, Orangeburg

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NE-SW .....	3,400	Turf
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 91 octane, storage, A&E service



**Pontiac—Experimental Station Airstrip**

Location—1 mile West of Pontiac

Manager—Clemson College Sandhill Experiment Station

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NE-SW .....	1,800	Turf

A/C Facilities—None

**Ridgeland—Ridgeland Municipal Airport**

Location—1.3 miles NW

Manager—S. C. Aeronautics Commission

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NNE-SSW .....	2,500	Turf
NE-SW .....	2,400	Turf
ENE-WSW .....	1,800	Turf
NW-SE .....	2,000	Turf

Facilities—80/87 octane; storage

**Shirley—Davis Airport (Private)**

Location—.8 mile NE

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NW-SE .....	2,000	Turf

A/C Facilities—tie down

**Spartanburg—Spartanburg Memorial Airport**

Location—2.5 miles SW

Manager—C. R. Moss, Spartanburg

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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—Palmetto Aviation, C. R. Moss, A&amp;E, instruction, charter

Airlines—Eastern, Delta and Southern Airways

A/C Facilities—80, 91 and 100 octane, storage, A&amp;E

**St. George—St. George Airport**

Location—5 miles NE

Owner—Hamilton, N.

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
E-W .....	1,800	Turf

A/C Facilities—None

**St. Matthews—Wannamaker's Field (Private)**

Location—6 miles 80° from St. Matthews

Manager—Mr. John Wannamaker, Owner

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
EW .....	1,500	Turf

A/C Facilities—None

**St. Stephen—St. Stephen Airport**

Location—0.5 miles S.E. St. Stephen

Manager—W. S. Powell, Sr., Owner

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
N-S .....	3,000	Turf

A/C Facilities—80 octane

**Summerton—Grayson Airport (Private)**

Location—.5 NE

Manager—James F. Grayson (Private)

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NW-SE .....	1,335	Turf

A/C Facilities—None

**Sumter—Sumter Municipal Airport**

Location—4½ miles NNW of City

Manager—E. H. Lynam, Jr.

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
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&amp;E major repair

**Timmons ville—Huggins Field (Private)**

Location—1 mile NE

Owner-Operator—M. B. Huggins

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
NW-SE .....	1,800	Turf

Operator—M. B. Huggins. Flight instruction and charter; crop dusting and spraying

A/C Facilities—80 and 91 octane, storage

**Trenton—Trenton Municipal Airport**

Location—1.2 miles E.

Manager—S. C. Aeronautics Commission

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
ENE-WSW .....	2,200	Turf
NNW-SSE .....	2,100	Turf

A/C Facilities—None. Field temp. closed



**Walterboro—Walterboro Municipal Airport**

Location—1.3 miles NE

Manager—S. C. Aeronautics Commission

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
E-W .....	5,500	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**

Location—4 miles SSE

Owner—Asa C. Oxner

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
E-W .....	2,900	Turf

A/C Facilities—80/87, 91 octane, storage, major repairs

**Whitmire—Whitmire Airport**

Location—2.5 miles SW

Manager—Unattended

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
E-W .....	2,300	Turf

A/C Facilities—None—Field Rough

**Winnsboro—Winnsboro Airport**

Location—3 miles NW

Owner—Fairfield County

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
E-W .....	3,200	Turf

A/C Facilities—None

**York—Cloniger Airport (Private)**

Location—2.5 miles N.

Owner—J. C. Cloniger, York

<i>Runways</i>	<i>Length</i>	<i>Surface</i>
N-S .....	3,000	Turf

A/C Facilities—80 octane available on prior request

