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**Annual Report**  
of the  
**SOUTH CAROLINA**  
**AERONAUTICS COMMISSION**



**FOR THE YEAR ENDING JUNE 30, 1971**

Printed Under the Direction of the  
State Budget and Control Board

**Annual Report**  
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**SOUTH CAROLINA**  
**AERONAUTICS COMMISSION**



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MAR 16 1973

## SOUTH CAROLINA AERONAUTICS COMMISSION



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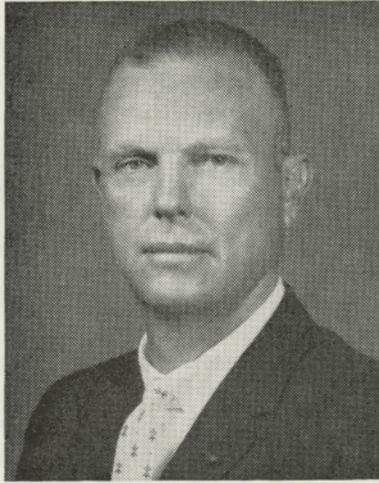


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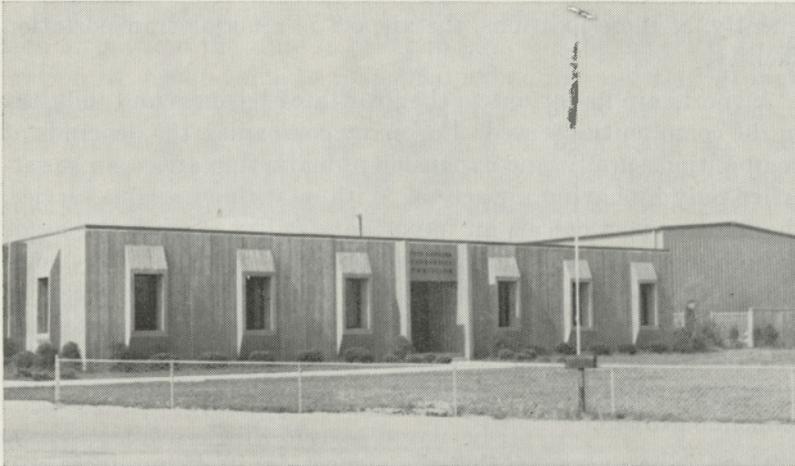
J. F. Barry, Assistant Director, 924 Brantley St., Columbia, S. C.

Mrs. Gladys Tyler, Secretary to the Commission, 5 Garden Springs Road, Columbia, S. C.

D. M. Fraley, General Aviation Supervisor, 1019 Greenlawn Rd., Columbia, S. C.

Charles B. Smoak, General Aviation Safety Officer, 2104 Cunningham Rd., Columbia, S. C.

## S. C. AERONAUTICS COMMISSION



**NEW ADMINISTRATION BUILDING**

## AVIATION IN SOUTH CAROLINA

### Summary

This plan, by Wilbur Smith & Associates, for the Aeronautics Commission and the State Planning and Grants Division was completed in November, 1970.

Factors influencing local airport decisions stem primarily from national, social, and economic trends. While no two local airport programs follow the same development pattern, it is apparent that each becomes an economic asset to the local community. Of importance here is that there are certain national trends and local factors common to each location. Thus, what motivates airport development in some communities and the benefits they derive may also be applicable to other locations. It is in this perspective that the following observations are offered.

The extent of an airport's influence on the local economy varies with the size and location of the community. Those communities located near large metropolitan areas depend on a major airport to provide air access to the region. In such cases, the local airport can support the local economy by taking on a specialized function. For example, these airports may serve as major centers for their region's business flying activities and be used as catalyst sites for industrial plant locations. Some communities, however, are remote from the metropolitan areas and the benefits of their surface and air transportation systems. Consequently, at these locations, the airport is a major transportation facility.

Airports are important to the growth of business and industry in the communities served. For many companies, the demands of competition, supply, and expansion of marketing areas can be satisfied only by having air access. With or without airline service, the local airport can be an important facility serving the needs of both locally based and itinerant business aviation. Many companies own and operate aircraft and often include air access as plant selection criteria. Other firms select airports as sites for new plant construction. There are indications that communities without airports may be placing limitations on their capacity for economic growth.

There is no guarantee that the airport, by itself, produces any benefit to the local economy nor is it sustaining at the outset.

However, in time it will become an economic asset, if developed as a part of a balanced air transportation system improvement program. This in turn requires participation by civic interests if development of the system is to continue.

In meeting the objectives of this plan, the State of South Carolina must be able to implement an airport system consisting of 62 airports at a cost of approximately 42 million dollars. This will require the State to maintain the necessary legislation for funding, aiding and assisting the development and continued success of the system.

The basic philosophy of the plan is to provide air facilities located conveniently to every South Carolina citizen, and an air carrier airport within 40 miles. As in the past, the S. C. Aeronautics Commission must continue to encourage all types of aviation in the state and provide the necessary assistance to local communities in their participation of this plan.

This study was authorized by the South Carolina General Assembly during its 1968 session which directed the South Carolina Aeronautics Commission to prepare an airport system plan in accordance with the Federal guidelines subsequently approved by the Congress in the Airports/Airways Act of 1969. The State Planning and Grants Division was made a party to the study through provisions of the Department of Housing and Urban Development Act which allows for participation in planning programs.

It was necessary to inventory all air carrier and general aviation airports in the state in order to plan for the expected acceleration of demand due to industrial expansion and the growth of tourism. A physical inventory was taken of 73 airports, which was supplemented by aerial photographs permitting accurate analysis of land use, urbanization, and other environmental considerations. Roadway systems were studied and delineated for future use in access planning.

The System Plan as outlined consists of 8 air carrier and 54 general aviation airports. Of the 62 facilities recommended, 39 are existing and 23 are new. Due to the requirement of introducing jet air carrier equipment to the Myrtle Beach area, a new airport on a new site is recommended for North Myrtle Beach Airport, or joint use with Myrtle Beach AFB.

A new site as a general aviation reliever facility is recommended for Richland County. The McIntire Air National Guard

Base is considered to have a great potential as a reliever airport in the system, as well as Donaldson Center (formerly Donaldson Air Force Base). These two facilities will benefit economically due to their present status as airfield.

Because of the present environmental restrictions at Hilton Head, a new airport is recommended on the mainland which will also serve Ridgeland and Hardeeville.

### **Relationship to Other Modes of Transportation**

Air transportation has always been greatly dependent on the use of surface transportation, and although the present trend is low and the use of rail service to the major airports in effect, highway transportation has inflicted a greater impact over the years and will continue to influence the conduct of air service.

Accordingly, special emphasis has been placed on the relationship to highway planning in the state. The State Highway Department is vitally involved in the projected airport locations and the upgrading of existing airports with their access, as well as the placement and association of industry and the airport.

To ensure that the system development will be workable and compatible with land use patterns, the airports should be adequately protected by a combination of local and county zoning ordinances regarding the height of structures and residential development near the airport. This will promote proper land use development in the environs of each airport in the system; and, in turn, provide the most favorable solution for optimum economic development.

The implementation of the plan then becomes a matter of proceeding with the development of the airport system, as recommended herein, by initiating the necessary engineering studies for each applicable site to point up project requirements.

### **Introduction**

Transportation facilities have historically been associated with our nation's economic development. The dramatic role of air transportation, characterized by a steady shift in intercity common carrier travel patterns from surface to air, has effectively helped to support economic development.

### **Air Transportation**

The demand for air transportation over other modes has increased to a point where today over two thirds of all intercity

common carrier passenger miles of travel is provided by air carriers. The number of airline passengers is increasing at a pace previously unknown in the history of transportation. It is projected that by 1975 the 163,540,342 passengers enplaned in 1968 will be doubled and by 1980 the number will likely double again.

The effect that air traffic is having on the facilities being used is as dramatic as it is sobering. At airports where movement of aircraft, people, and goods are greatest, the inadequacies are most acute. Terminal building facilities, auto parking lots, access roads, aircraft ramp space, as well as runways and taxiways, at many airports are operating beyond their designed capacity.

General aviation users, whether private pilots' families for weekend trips, businessmen in company planes, or passengers using the growing air taxi industry, represent a major segment of civil aviation.

The significance of this segment is shown by the fact that of the approximately 79,285 active civil aircraft registered in the United States, 98 per cent are in the general aviation category. In 1968, general aviation accounted for 74 per cent of the 50 million operations at airports with FAA control towers. At airports with greater than 150,000 annual air carrier operations, general aviation accounted for 10 to 40 per cent of the total traffic.

### **Business Flying**

Business flying has an increasing influence on the growth of aviation and the need for airport facilities. The future growth of civil aviation is influenced to a large extent by the increased use of aircraft by corporations and companies. Business flying already accounts for almost half of all the miles flown by general aviation aircraft; its fleet includes two thirds of the 12,000 multi-engine planes registered under the general aviation category. The influence of the business jets is just beginning to be felt—the effect these jet aircraft will have on the general aviation airports, especially with respect to physical dimensions and environmental problems, will be substantially greater than other aircraft in the general aviation fleet.

### **Flying for Hire**

Flying for compensation or hire is another major category of general aviation. This category includes the very important business of crop dusting and other forms of aerial application

which make a significant contribution to the nation's agricultural well being. Also included are such specialized functions as pipeline inspection, insect control, and aerial photography. Of major significance, however, is usage by aviation aircraft as air taxis. Currently, there are over 5,000 aircraft registered by certified air taxi operators. Most of these operators are located in and around the air traffic hubs providing service to the suburbs and to distant communities, thereby extending the trunk and local airlines into many communities where the volume of traffic generated could not support a major carrier.

### **Personal Transportation**

Personal air transportation is conducted primarily in single-engine aircraft and is the third significant portion of general aviation activity. Over one half of all registered aircraft in the United States are used for this purpose. This category of flying is not limited to the Sunday afternoon pleasure jaunt; rather, it includes many hours of necessary point-to-point transportation. In terms of total time and distance flown, personal flying accounts for about 20 to 25 per cent of all general aviation flying. The influence of personal flying on the airport network can be seen in its required access to the nation's airspace.

In all its facets, general aviation is a major user of the national and local airport network and accounts for all but 2 per cent of the active registered aircraft in the United States.

### **Airport System**

The development of an airport connects a community to the National Air Transportation System. This system includes over 9,000 airports in the conterminous United States. Approximately 530 of these airports are now served by the air carriers.

Attracting new business and industrial development to a community is often a complex and difficult task; therefore, provision of an airport should be considered at an early stage in the community's development program.

The availability of a modern airport is essential in the attraction and retention of new and existing industries. Community leaders have come to realize that air transportation has become the criterion for industrial development in rural areas and an element in planning land use programs.

There is evidence that the factors influencing local airport decisions stem primarily from national, social, and economic trends.

While no two local airport programs followed the same development pattern, it is apparent that each has become an economic asset to the local community. Of importance here is that there are certain national trends and local factors common to each location. Thus, what motivated airport development in some communities and the benefits they derived may also be applied to other locations.

### **National Airport Plan**

Under the provisions of the Federal Airport and Airway Development Act of 1970, the Secretary of Transportation is directed to prepare a National Airport Plan which specifies the development required to provide a system of public airports adequate to anticipate and meet the needs of civil aeronautics. For the plan to be effective as a national and local planning tool in developing the airport system, it must provide identification of total system requirements through a planning process which provides for participation by every affected element of the government, the aviation industry, the local community, and the system's users.

It is in the federal interest to encourage, to the maximum extent, airport system planning at the state and local level. The federal effort in airport systems planning is not a complete process. There is need for a strong local role in decisions regarding the location, capacity, use, and management of airports. Environmental issues frequently predominate in the decision-making process, and these ultimately must be resolved at the state and local level.

### **Purpose and Scope**

The South Carolina Aeronautics Commission State Aid to Airports Program, from its inception in 1957, has followed a pattern of continuing development of airport facilities serving civil aviation in the state. The result of this program to date has been the orderly evolution of a system of airports adequately accommodating the demands of the state's aviation interests. The growth in the number and quality of airport facilities is exerting significant impact upon the economic, industrial, and recreational development of South Carolina. Additionally, it has created an environment for accommodating future aviation activity and stimulating further economic growth.

While past accomplishments in the development of South Car-

olina's airport system have successfully created the basic structure of the statewide network, it is imperative that efforts continue without interruption in order to sustain the progress already made and to provide for future growth. Recognizing the aviation industry's rapid expansion in recent years and the resulting increases in activity and demands placed upon airports and other aeronautical facilities, the Aeronautics Commission realized the need for preparing sound plans to guide South Carolina's future airport development. It also recognizes the need to relate its system to the nation's airport and airways system.

The initial step in establishing a unified and comprehensive course of action is to identify the available facilities and inventory their capability to provide aviation service to their communities.

The results of a comprehensive inventory conducted of public use airport facilities is presented in this report. An analysis and evaluation of existing airport development policies and programs of the South Carolina Aeronautics Commission is also included. A program has been delineated which will furnish guidelines for South Carolina's future participation in Federal Aid in conformity with appropriate public laws.

For the purposes of this study, all known public use airports in South Carolina, regardless of ownership and type of operation, were identified from data previously compiled by the South Carolina Aeronautics Commission and the Federal Aviation Administration. All airports on which state and/or federal funds had been expended for construction and the most active of the remaining facilities in the system were selected for an on-site survey. For each of the 73 airports, a thorough inventory of ownership and operation, an environmental analysis, a survey of road access, aviation services offered, and flight activities conducted was undertaken.

The primary purpose of the inventory was to compile and catalog all significant and pertinent data regarding the individual airports and to identify the role and function of each airport as a part of the existing state airport system. Using these data and information, future system requirements were identified from forecasts of aviation demands and activity levels.

Local public officials, airport operators and managers, local and regional planning and development agencies, airport fixed base operators, and pilots were interviewed in order to collect

data, observations, and related land use information about airports.

### **Authority**

The study was authorized by the South Carolina Aeronautics Commission and the State Planning and Grants Division, Office of the Governor, acting on behalf of the South Carolina Aeronautics Commission, to develop a Statewide Airports Improvements Program. The result will implement the overall objective of preparing a long-range comprehensive plan for guiding future airport development activities.

This study identifies, analyzes, and makes detailed recommendations of the physical improvements necessary to upgrade each airport to accommodate future aviation demands and activity levels to which it will be subjected. The study also analyzes the present system of airports in the state and recommends new airports to fill needs identified in the system which might retard its total functional capability. Recommended developments of facility improvements for each airport have been compiled into a Statewide Improvements Program which details construction stages and capital funding requirements for implementing the various facility improvements identified.

Drawings and photographs of each airport are included in the study which identify the facilities and land use and serve to illustrate road access and environmental observations.

A financial analysis of the requirements of South Carolina public use airports has also been included. These estimates will guide future financing policies and define local, state, and federal participation in airport improvement.

## AVIATION IN SOUTH CAROLINA

Air transportation ranks high among the elements which, along with modern highways and communications, has transformed, in a single generation, many ailing agrarian communities into sophisticated growing segments of South Carolina and the nation's development. The rate of progress which these retarded areas can sustain in coming years will be a key factor in determining the selfsufficiency of the state's growing urban economy.

The ability to move people and goods is essential to all significant economic and social activities. Air transportation is the most advanced system of transportation yet employed for movement of large volumes of people and goods. In the comparatively short 3 decades, since the requirements of World War II sparked its tremendous growth, aircraft have effected every person in the state and created a \$200,000,000 system of airports.

### Statewide System Planning

The objective of making airport facilities and air carrier service conveniently available to every South Carolina citizen is the primary consideration for development of the system plan.

A plan for the state airport system, which extends for 15 years, includes all types of development required for cargo, passenger, and aircraft handling and details all airport development needed in locations served by air carriers. It also provides for the special needs of state defense and to carry out the economic objectives of state, county, and civic governments. The plan will furnish an inventory, suggest master plan revisions, and otherwise plan and prepare for the development of all aviation facilities and define their positions and functions within the system.

Air carrier airports which also serve general aviation must be examined and programmed for the future volumes of traffic, which may require the expansion of existing or construction of new airports for relief to the over-extended air carrier facilities.

Airport locations which become obsolete due to suburban growth must be replaced by careful advance planning so that no interruption of public usage will result.

Metropolitan airport areas must be defined and continually studied in order to properly fit them into their neighborhoods and minimize the effects of air traffic expansion through zoning and other developmental controls.

There must be a comprehensive and area-wide planning process designed to help solve current problems and provide for future state aviation needs. The identification and refinement of airport and environmental needs, as they interface, has become a critical part of future land and airspace development and usage.

Comprehensive airport planning now includes land use, other transportation modes, water, waste disposal, open space, agricultural aspects, recreation, health, community development, and renewal. Other considerations would encompass the physical, social, economic, and resource development of significance to the airport area.

Airspace around airports must be examined periodically to assure uncrowded, safe areas for pilot exercise and training.

### **Air Carrier Airports**

South Carolina should have an air carrier airport within easy driving distance of every urban and industrial complex. This means generally within 35 miles, if on secondary or county roads, and 50 miles on highways of Interstate or nonaccess quality.

Air carrier airports should have at least four round trips daily by scheduled air carrier or air commuter airlines which would give access to the nation's airline system by direct or connecting flights with minimum (within 1 hour) waiting time.

### **History of the State Airport System**

The airport facilities in existence at the time of the first study made on South Carolina's air transportation system in 1957, consisted of eight air carrier airport-terminal complexes, which also served as general aviation airports, located at Anderson, Charleston, Columbia, Florence, Greenville, Greenwood, Myrtle Beach, and Spartanburg. Through these airports, commercial service was available to the national and world air transportation systems which were then in the jet planning stage. The air carrier airports have been reduced to seven, due to combining of Greenville's and Spartanburg's facilities at the new jetport built at Greer, South Carolina and opened in 1962. The Greenville and Spartanburg airports then reverted to general aviation airports, which is their present function within the system. All air carrier airports provided fixed base operator services including air charter.

The state had seven general aviation airports which offered charter air service, including a fixed base operation with services

including fuel, tie-down, and in some cases repairs. These were located at Newberry, Timmons ville, Sumter, Orangeburg, Barnwell, and James Island and Johns Island airports in Charleston County. In addition, there were approximately 40 listed airports, including one or more in each county except for the following: Dorchester, Clarendon, Lexington, Union, Calhoun, Cherokee, Saluda, Oconee, and Beaufort, which had a Marine Air Force Base and a deactivated military airport on Parris Island.

In January 1957, the South Carolina Aeronautics Commission had programmed new airports at Union, Mullins-Marion, Dillon, Rock Hill, and Clemson.

### THE SOUTH CAROLINA AERONAUTICS COMMISSION

From this genesis, it is apparent that the intent of the General Assembly, in the passage of the South Carolina Aviation Act in 1935 creating the Aeronautics Commission, was to encourage all types of aviation activity within the state and, if possible, provide:

1. An improved airport or airports within the boundaries of each county;
2. The expansion of the state's scheduled air service by all means, including participation in Air Route Proceedings, either in concert with the communities involved or independently as the posture of cases indicated its position;
3. Encouragement of civil aviation's participation in airport construction for industry;
4. Incentives for the flow of private capital into aviation facilities; and
5. Cooperation with other state agencies in related airport matters.
  - a. Highway and road access
  - b. Recreation
  - c. Environment
  - d. Zoning
  - e. Federal regulations and aid
  - f. Planning and implementation

The Commission assists in the development of aviation and aviation facilities within the state for the purpose of safeguarding the interest of those engaged in all phases of the industry and of the general public and of promoting aeronautics. It may co-

operate with any county, municipality, or regional authority in the establishment, maintenance, and operation of airports, landing fields, or emergency landing strips and may do so in cooperation with other states or with any federal agency.

### **Personnel**

The personnel of the South Carolina Aeronautics Commission consist of a Director, Assistant Director, and Director of Education, Chief Airport Supervisor, General Aviation Safety Officer, and office and field operations employees.

### **Airport Operations**

The Commission owns and operates two airports in the state—the Myrtle Beach Airport at North Myrtle Beach, S. C., which is a general aviation and air carrier facility, and the Clemson-Oconee County Airport, which is a general aviation facility. It also operates the Anderson Municipal Airport, a general aviation and air carrier facility, and Bamberg, Barnwell, Bishopville, Darlington, Dillon, Georgetown, Hampton-Varnville, Isle of Palms, Moncks Corner, Newberry, Ridgeland, Trenton, and Walterboro, all of which are general aviation airports.

### **Airport Programs**

The development and maintenance of the South Carolina Airport Systems includes cooperation with other state agencies, state area and regional planning districts and commissions, county and city airport authorities, the Federal Aviation Administration, and multi-state Area Development authorities, which in this area, includes the Appalachian and Coastal Plains Commissions.

The continuing program includes assistance in site selection, financing and operation of new airports to serve as reliever general aviation facilities for metropolitan airport areas, and to assist the South Carolina Development Board, State Planning and Grants Division, the Department of Parks, Recreation and Tourism, and other state, regional, and local agencies in South Carolina's continuing drive for industrialization.

### **State Aid to Airports**

The Aeronautics Commission began its program of State Aid to Airports in 1957. The state participation policy is based on matching local funds with state grants, which usually result in applications for a like amount of federal aid.

There have been other financing arrangements depending on

the circumstances and need. The new program under the Airport and Airway Development Act of 1970 may differ from the past policies due to provisions in the Act for meeting requirements for planning funds. This program is expected to be implemented in 1971 with one-third local and/or state participation and two-thirds as the federal share.

State aid to airports has been limited to general aviation facilities in the counties; also, the smaller local service air carrier airports at Anderson and Greenwood served by Southern Airways and Florence and Myrtle Beach served by Piedmont Airlines.

Fifty-seven airports have been included in the state aid program, which consists of new airport developments and improvements to existing facilities.

The Commission has moved toward implementing airport construction in each of the counties, with priority being given to industrial opportunity and plant location factors. There is at least one general aviation facility in 45 of South Carolina's 46 counties. It has provided repairs and maintenance to the state system of airports without cost to the communities. Repair and maintenance operations consist of building repairs, fencing, lighting, grading, clearing, and navigation aids.

The use of private aircraft, including business jets, by industry has also necessitated expansion of many airports in recent years. From the inception of state aid until July 1, 1969, the total cost of airport projects in which the state has participated was \$5,455,993. State aid totaled \$1,511,733. Community participation was \$2,727,966.

### Education

The rapid advances in space technology, the introduction of jet airline service, and the tremendous increases in the field of general aviation point out a definite need for the continuation of a strong aviation education program. This program is conducted in four general areas of interest.

1. *Public Schools:* The Aeronautics Commission maintains a film library of aviation and space films which are loaned without charge to the schools of South Carolina. The Commission subscribes to the National Aviation Education Council consultation service and, through this organization, makes the latest aviation material available to the schools. Speakers are provided for assembly programs and also to assist the teachers in aviation subjects.

Aviation Education for adults is made available to civic clubs and professional groups through programs provided by the Commission. These programs consist of films or talks presented by members of the Commission staff.

2. *Aviation Workshop*: Annual Aviation Education Workshops are conducted to give public school teachers an orientation in all phases of aviation. Teachers attend the workshop on scholarships provided by the various segments of the aviation industry. Among those contributing to the workshop activities were: the South Carolina Air National Guard, the Columbia Metropolitan Airport, the Marine Air Station at Beaufort, and the Fort Jackson Aviation Section.
3. *Aviation Safety*: A series of refresher programs are conducted for pilots each year, in cooperation with local airport operators, for the purpose of updating pilots on new developments and regulations and reviewing pilot techniques and procedures. 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 years.
4. *Publications*: Preparation and publication of the S. C. Aviation News Letter is also a function of the Educational Department. The News Letter is published monthly and is mailed to more than 1,200 aircraft owners, pilots, and other interested persons. It contains current aviation news, regulations, safety hints, and matters concerning the Aeronautics Commission's activities and programs.

Other publications of the Commission are the S. C. Airport Directory, Aviation Information Card, Aircraft Registration Brochure, and the teacher's guide, "Air Age Education in S. C."

### Public Relations

The Commission works cooperatively with many local flying clubs. In addition, it sponsors the S. C. Breakfast Club which promotes general aviation. The members of this organization fly into various airports for breakfast and discuss current aviation issues and developments.

## **Agriculture**

One of the most important functions is the supervision and control of aerial application in the state. Aerial Applicators are required to be well experienced in this type of flying before an Aerial Applicator Permit is issued. Minimum requirements for a 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 certified and must provide adequate protection for the pilot by having proper safety devices installed.

## **Registration of Aircraft**

State aviation law requires all civil aircraft based in the state for 30 days to 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. Known as the Security Control of Air Traffic, this plan operates on procedures approved by the Air Force, Department of the Navy, Federal Aviation Administration, and S. C. Civil Defense Agency. The state is divided into seven districts for this purpose.

## **Air Carrier System**

While the airport system outlined numerically emphasizes the general aviation airports and deals primarily with the local traffic activity, air carrier airports operate under more stringent requirements and also serve a totally different market. Development of these airports is oriented toward passenger and cargo service to points within and beyond state borders.

South Carolina currently has seven airports providing air carrier service—Columbia, Greenville/Spartanburg, and Charleston offer trunk line and regional air service, while Florence, Myrtle Beach, Anderson, and Greenwood are provided with regional service. Each of the air carrier airports accommodates significant

volumes of general aviation movements (Figure 1). Columbia is the largest facility in terms of passenger movements, closely followed by Charleston. Greenville-Spartanburg ranks third and is served by one trunk and two regional carriers. Charleston is served by three trunk carriers, Columbia is served by two.

Since the air carrier segment is a part of the system, a certain amount of planning and forecasting is presented in this report. Forecasts of passenger travel were made through 1980 (Figure 2). The Federal Aviation Administration, in its publication AD 686047, The National Aviation System, January 1969, made the following observation:

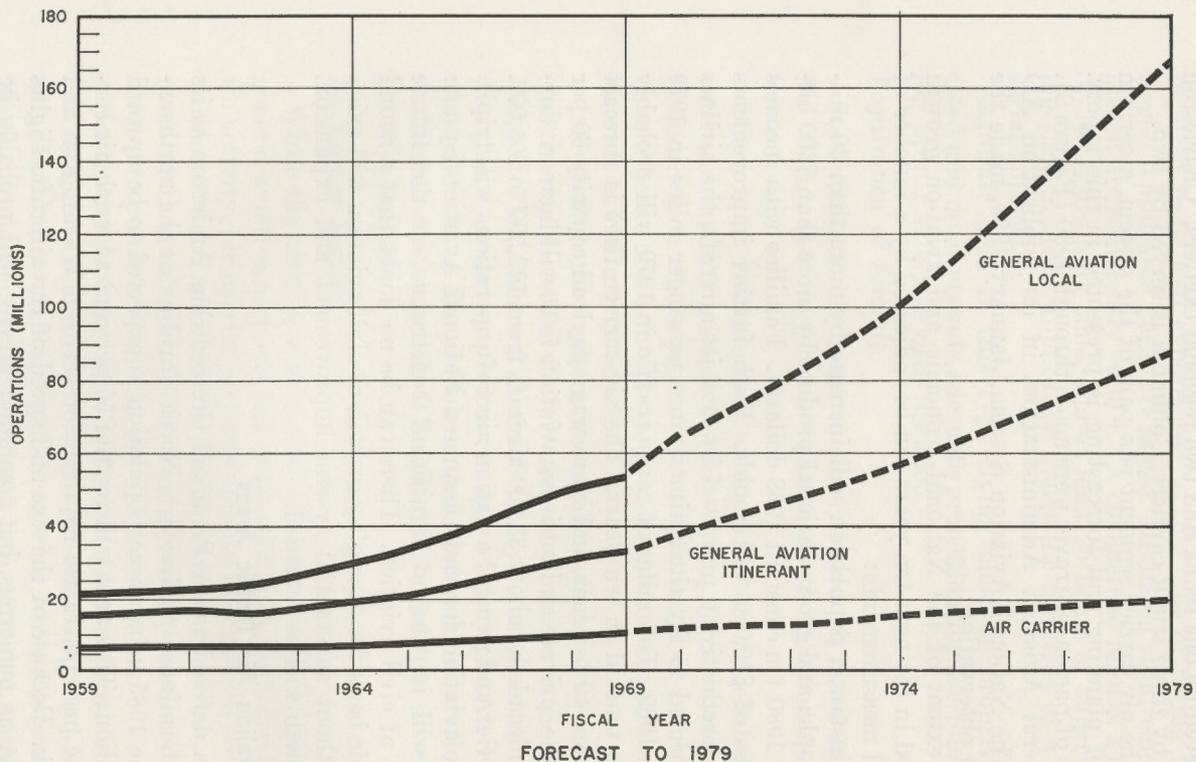
The extent of the National economic and aviation growth expected in the next ten years can be indicated by a number of selected measurements:

For instance, population will increase by more than 30 million people, and gross national product by more than \$300 billion by 1980 (in constant 1958 dollars). Families with incomes in excess of \$10,000 will double. With further improvements in unit productivity promised by new jet aircraft, the airlines are expected to fly three times more passenger miles in 1979 than in 1969. Ton miles of cargo traffic in 1979 will probably increase tenfold in ten years. The air carrier fleet is forecast to increase 40 per cent, and its average payload capacity 60 per cent. The private and business aviation fleet will increase during the decade by about 83,000 aircraft from 122,500 to 205,000. Air carrier and general aviation aircraft operations will triple.

These aviation forecasts assume a National Aviation System which will impose no significant constraints on the future growth of civil aviation. There can be no doubt that a sound economic basis for a surging growth of civil aviation will exist, but without substantial system improvement and expansion, the growth will be retarded.

### **South Carolina Air Traffic Areas**

An area defined as the Piedmont Crescent has Anderson as its southern terminus and Raleigh, North Carolina as the northernmost. The 1985 urban area population is expected to be upward to six million. This area will require 50 per cent as much air service as the present traffic requirement between Washington and New York. Because of the size and speed of the aircraft, flights will not be as numerous, but commuter service will probably be available to approximately 30 communities in this complex which



SOURCE: "FAA AVIATION FORECAST  
FISCAL YEARS 1968-1979," 1/68.  
FORECAST BY FAA OFFICE OF  
POLICY DEVELOPMENT.

FIGURE 1

AIR CARRIER AND GENERAL AVIATION OPERATIONS  
AT AIRPORTS WITH FAA CONTROL TOWERS

are not now receiving air service except for air taxi. At least three more airlines, in addition to the five now serving South Carolina, will be needed to handle the traffic.

The South Carolina cities apparently growing into and eventually becoming a part of this complex include most of the communities between North Augusta, Columbia, and Camden. The Piedmont area, including Spartanburg, Greenville, Greenwood, and Anderson in South Carolina and Charlotte in North Carolina, will need air service with a capacity for moving 2.5 million passengers per year by the latter part of the 1980's.

Columbia's metropolitan area will continue to expand its urban area and will embrace Orangeburg, Saluda, Newberry, and possibly Camden and Sumter. This area will need an air transport capacity capable of serving 1.5 million passengers annually by 1985. The Columbia Standard Metropolitan Statistical Area (SMSA), with a population of 315,216, merges with that of Augusta, Georgia, with a population of 249,842. Industrial growth in the area between them can be expected to accelerate.

It is assumed that the area generally bounded by planning and development districts 7, 8, and 9, including portions of North Carolina, will experience a more rapid growth in population. This expectation is based on development plans prepared by the districts and the Coastal Plains Commission. Whether or not these plans result in significant new growth, the present potential is considerable. This area, which includes the Grand Strand coastal resorts, has a 1985 air traffic potential of more than 300,000.

Short haul commuter air service will be available between all cities in South Carolina served by the certified air carriers by 1980. Savannah, Augusta, Charlotte, and Atlanta will probably be among the communities with numerous daily schedules to South Carolina points.

Although the Charleston urban area has been confined due to geographical restriction, it has spread into Berkeley and Dorchester Counties within the last decade. Because of the distance from other urban centers, Charleston's need for commuter air service within this trade area will be small and will require more air service per capita than other urban areas within the state. The Charleston area will need facilities for more than one million passengers before 1985.

Cities have become competitive. Air schedules attract industry

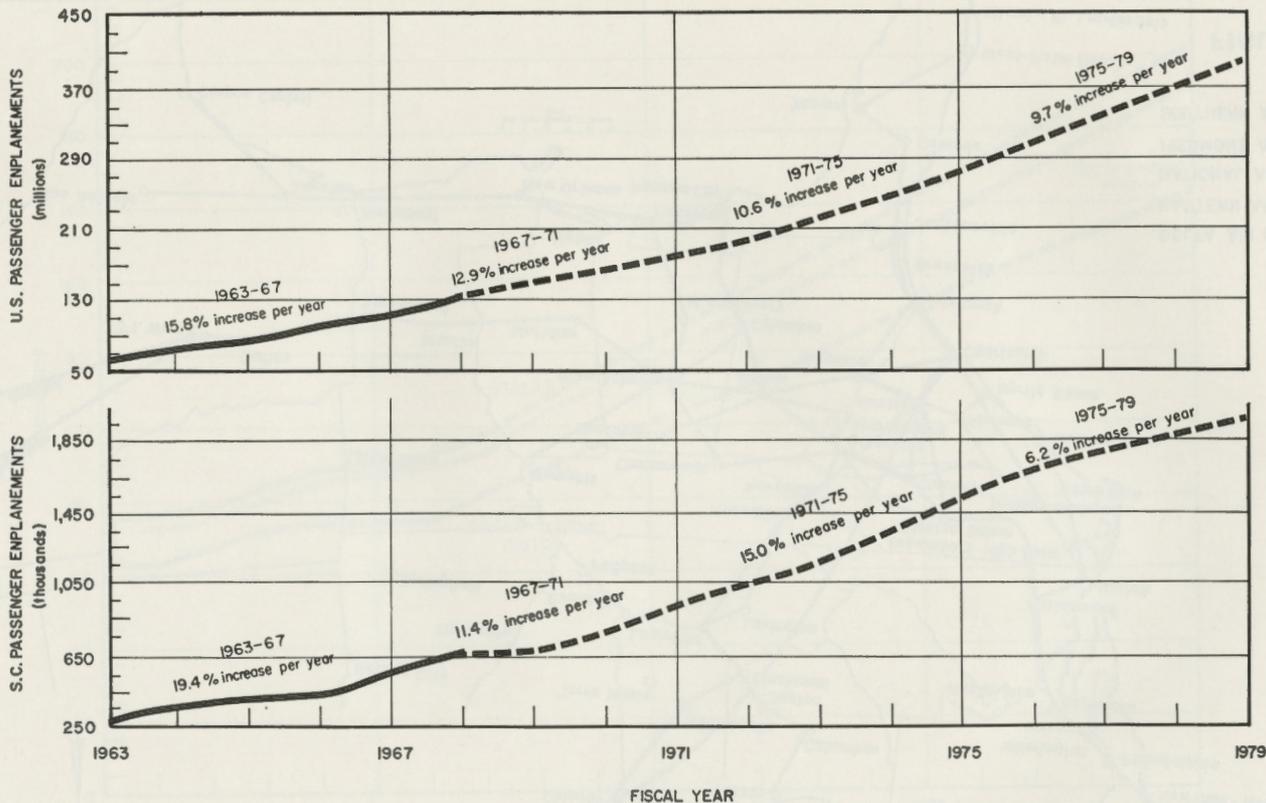
and business. Many cities seeking to meet their revenue bond obligations promote their airports and strive to lure airline schedules from neighboring communities. Communities and states, in some instances, have been made more attractive by lowering landing fees and fuel taxes.

In summary, there will be a continued high rate of growth in passenger traffic forecasts for both domestic and international air carriers. By Fiscal Year 1979, the United States airlines are expected to fly a total of 342 billion revenue passenger-miles and 444 million passengers in scheduled and international service. These figures compare with 86 billion revenue passenger-miles and 126 million passengers in Fiscal Year 1967. Passenger-mile growth in the United States international market will be slightly higher than in the United States domestic market.

### **Commercial Air Service**

There are five scheduled air carriers serving South Carolina. Eastern, Delta, and National are trunk carriers—Piedmont and Southern, regional carriers. All five share authority to serve New York and Washington. South Carolina's most desired air traffic destinations are Atlanta and Charlotte, the principal connecting points. At present, all operate scheduled flights to these cities from points on their systems, and Delta has added Chicago between Columbia and Charleston within the last year.

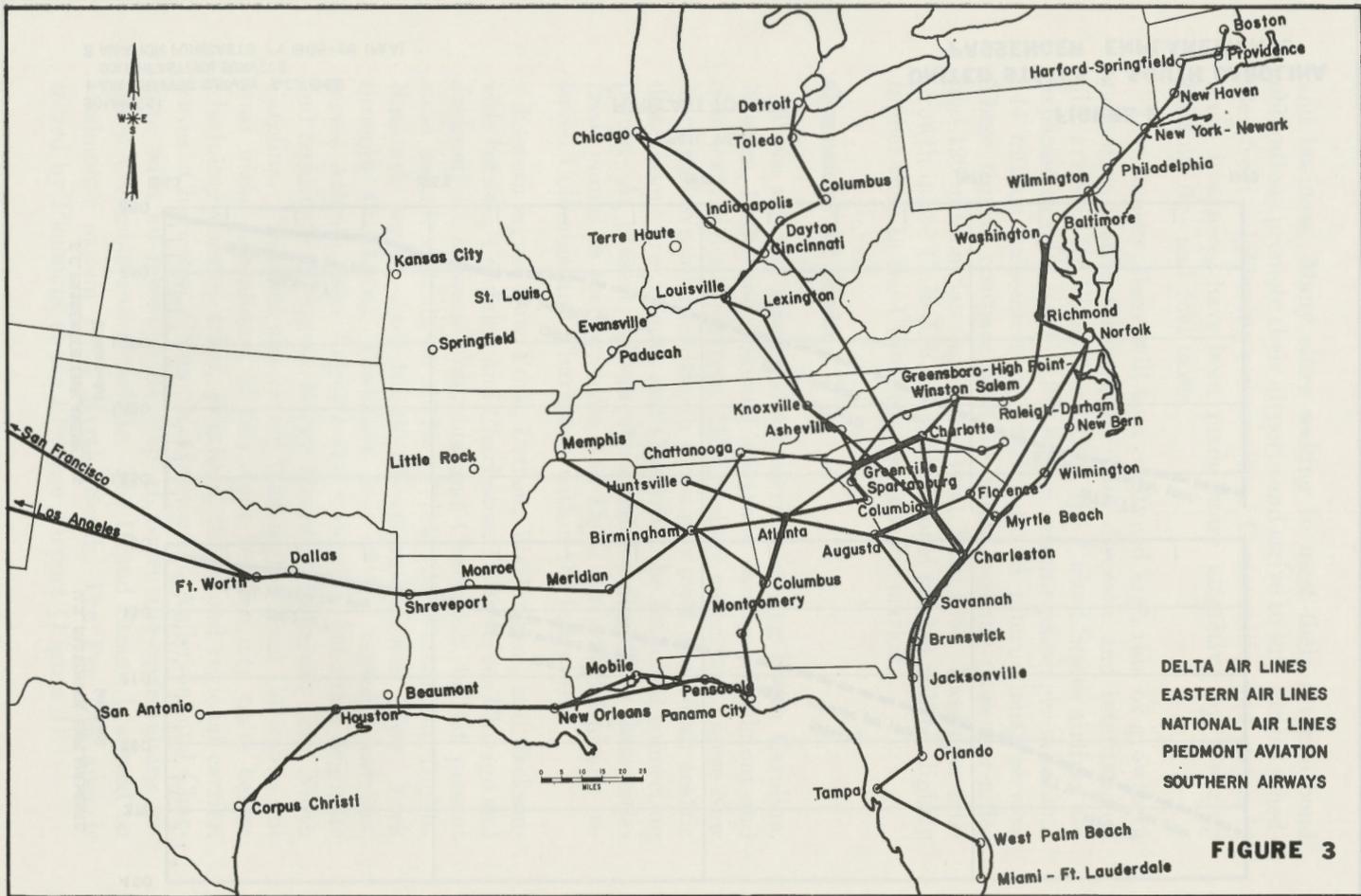
Eastern serves New York, Detroit, Washington, and Jacksonville between Columbia and Charleston. Delta serves Chicago and Jacksonville between Columbia and Charleston, but at present must include Atlanta on all New York and Washington flights. National serves Jacksonville, Washington, and New York through Charleston. Piedmont, one of the regional carriers, serves Atlanta from Augusta and Columbia, but must originate and terminate flights at Rocky Mount or Elizabeth City, North Carolina. Piedmont also serves Washington from Columbia, but must make a minimum of two stops between city pairs before scheduling nonstop trips. Southern, the second regional carrier, serves Charleston, Columbia, Greenwood, Anderson, and Charlotte with an intermediate stop at Greenville-Spartanburg between Columbia and Charlotte. The Grand Strand is served on Piedmont's system from Myrtle Beach. The Pee Dee area is served by Piedmont at the Florence Airport (Figure 3).



SOURCES:  
 1 AIR TRAFFIC SURVEY S.C. 1968  
 SOUTHEASTERN SURVEYS  
 2 AVIATION FORECASTS FY 1968-69 (FAA)

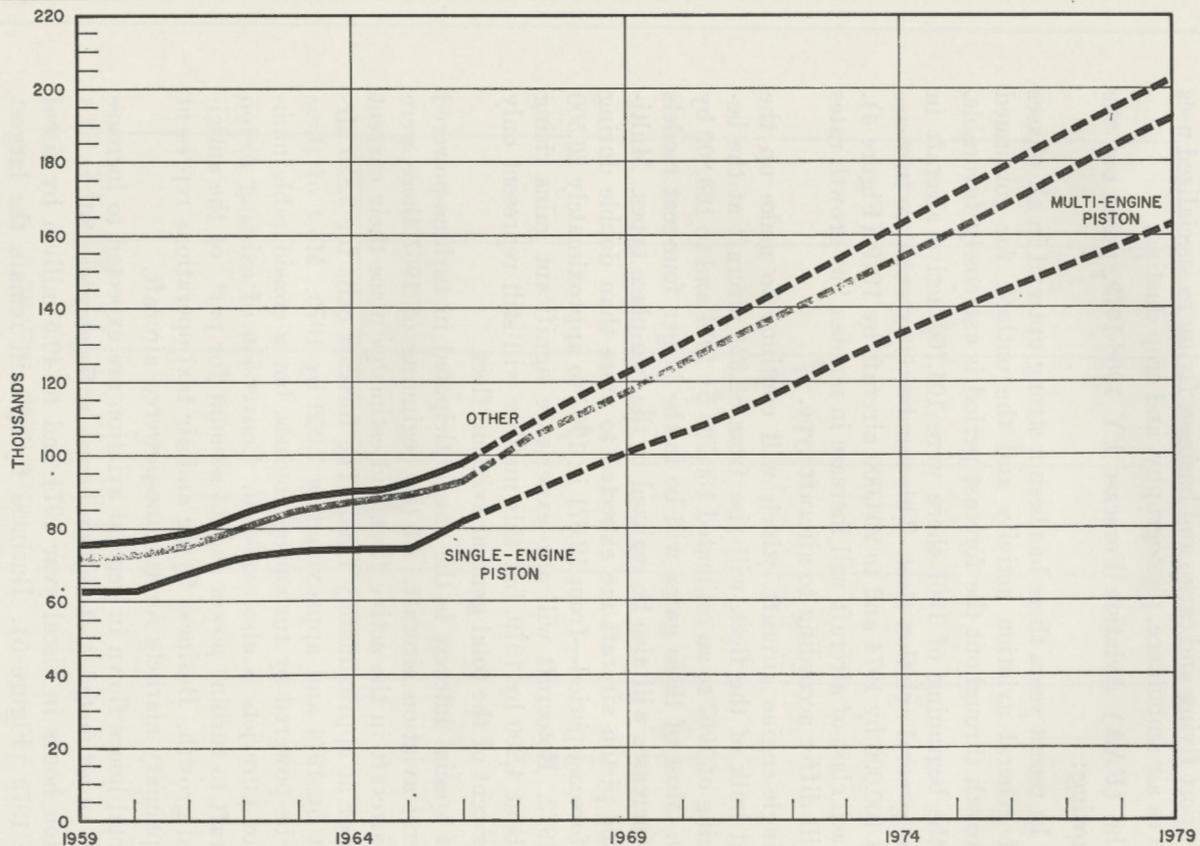
FORECAST TO 1979

**FIGURE 2**  
**UNITED STATES & SOUTH CAROLINA**  
**PASSENGER ENPLANEMENTS**



DELTA AIR LINES  
 EASTERN AIR LINES  
 NATIONAL AIR LINES  
 PIEDMONT AVIATION  
 SOUTHERN AIRWAYS

**FIGURE 3**



SOURCE: "FAA STATISTICAL HANDBOOK OF AVIATION," 8/66. FORECAST BY FAA, OFFICE OF POLICY DEVELOPMENT.

AS OF JANUARY 1

FIGURE 4

ACTIVE GENERAL AVIATION AIRCRAFT

## General Aviation

General aviation is the predominant part of the civil aviation industry. It embraces numerous uses of aircraft, from personal and sport flying and cargo and business flying to specialized uses such as air ambulance, photography, and crop dusting.

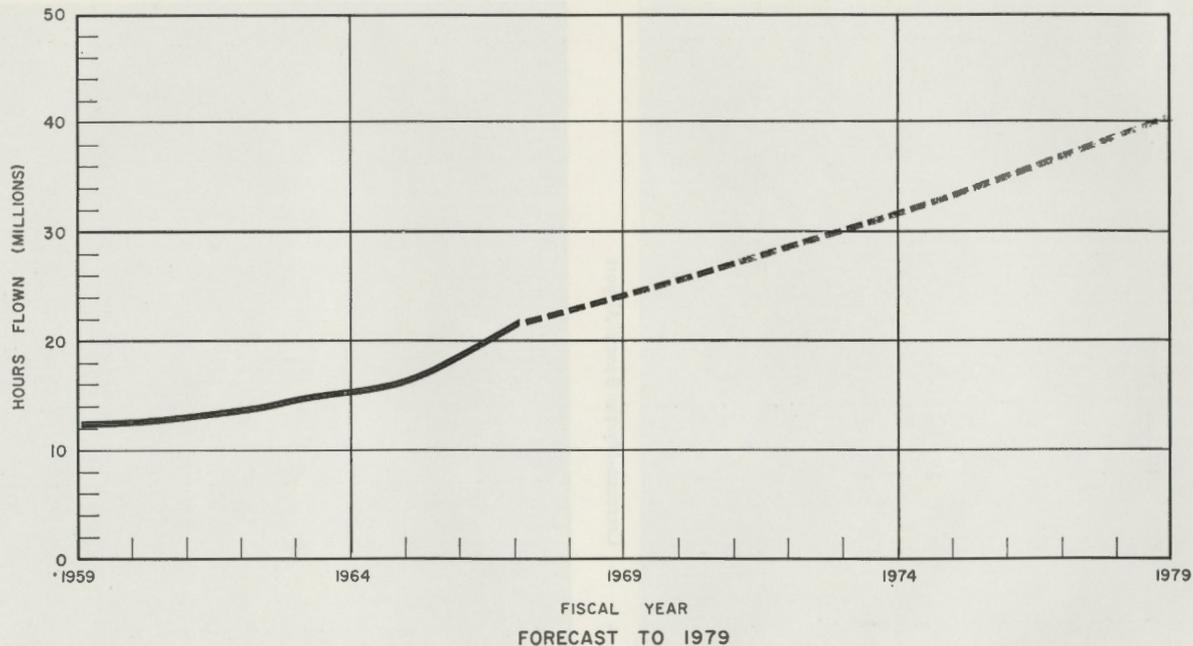
The (FAA) Aviation Forecast FY 1968-1979, point out the following:

In recent years there has been a strong uptrend in all phases of general aviation activity and the outlook for continued growth throughout the forecast period is extremely favorable. At the beginning of 1967 there were 104,760 active aircraft in the general aviation fleet. This number is expected to increase to 160,000 by 1974 and to 203,000 aircraft by 1979 (Figure 4). Each class of aircraft will increase in number but growth rates will differ according to aircraft type.

Single-engine aircraft, which will continue to make up the great bulk of the fleet, will rise from 88,621 aircraft at the beginning of 1967 to an estimated 130,700 by 1974 and to 163,800 by 1979. Most of these gains will be in the larger four-seat models but increases will also be realized in the two-place types. Multi-engine piston aircraft are expected to more than double during the forecast period—from 12,671 in 1967 to approximately 26,500 by 1979. Rotocraft will also experience significant gains rising to about 4,200 by 1979, but this number will still represent only 2 per cent of the total general aviation fleet.

Of special interest is the rise anticipated in turbine-powered general aviation aircraft. At the beginning of 1967 there were 915 aircraft in the active fleet and estimates place their current number at approximately 1,200. The forecast calls for 3,850 aircraft by 1974 and approximately 7,000 by 1979. Most of these will be powered by turboprop engines, but a considerable number of pure jets is also expected. Conversion of existing piston aircraft to turbine power should account for part of the anticipated growth. Business flying and air taxi operations represent the primary markets for turbine-powered aircraft.

Total hours flown in general aviation are expected to increase from an estimated 21.9 million hours in fiscal year 1967 to 31.8 million hours in fiscal year 1974 and to 40.5 million by fiscal year 1979 (Figure 5). Business flying will remain the largest category of general aviation flying and is forecast to account for



SOURCE: "FAA AVIATION FORECAST  
FISCAL YEARS 1968-1979," 1/68.  
FORECAST BY FAA OFFICE OF  
POLICY DEVELOPMENT.

**FIGURE 5**  
**HOURS FLOWN IN**  
**GENERAL AVIATION**

**EXAMPLES OF AIRPORTS DEVELOPED  
BY STATE-FEDERAL AID**



**Crescent-Myrtle Beach Airport**



**Clemson-Oconee Airport**

EXAMPLES OF AIRPORTS DEVELOPED  
BY STATE-FEDERAL AID



Hilton Head Airport



Conway Airport

12.9 million hours in fiscal year 1979, or approximately 32 per cent of the total, as against 7.6 million hours, or 35 per cent of the total, in fiscal year 1967. Both scheduled and non-scheduled air taxi operations will continue to show marked gains and are expected to become an increasingly important part of the nation's air transportation system in the years ahead.

### 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 19th annual Aviation Education Workshop was conducted at the University of South Carolina during the summer session of 1971. The 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 1971 workshop on scholarships 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, a tour of the Columbia Metropolitan Airport, and a tour of the Marine Corps Air Station at Beaufort, and a flight made in light aircraft which were provided by various aircraft owners in the Columbia area. The Fort Jackson Aviation Section provided experience flights in Army aircraft for all workshop participants.

It is felt that this workshop provides an excellent means for bringing a better understanding of aviation to the public students

of South Carolina and that there is a definite need for the continuation of this program.

**ADULT GROUPS**—Aviation Education is made available to adults 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. Commission personnel presented approximately 25 such programs during 1970-71.

**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 is 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 years. The Aeronautics Commission also participated in the Federal Aviation Administration's program to select the Aviation Mechanic of the Year. Clyde A. Saunders of Miller Aviation, Columbia, S. C. was selected as the Aviation Mechanic contributing the most to Aviation Safety in 1970. The Aeronautics Commission has co-sponsored Flight Instructor Revalidation Clinics the past year.

**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 1200 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. This year the Commission published an Aeronautical Map of South Carolina. This map is distributed to all aircraft owners and other interested persons.



**Clyde A. Saunders**  
**Mechanic of The Year**



**Flight Instructors Clinic**

**SOUTH CAROLINA**

**STATEWIDE AVIATION AND AIRPORT PLAN**

**SOUTH CAROLINA  
AERONAUTICAL CHART**

Robert E. McNeil, Governor  
**SOUTH CAROLINA AERONAUTICS  
COMMISSION**  
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 J. C. Pinckney, Sr.  
 Secretary

**SOUTH CAROLINA  
AVIATION  
NEWSLETTER**

PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION  
 J. C. PINCKNEY, JR., Editor     J. F. DAREY, Assistant Editor  
 No. 7     July, 1973     Vol. 22  
**AVIATION EDUCATION WORKSHOP**  
 Boarding Plane for Cape Kennedy  
 Twenty-two public school teachers were awarded certificates upon completion of the six-week annual Aviation Education Workshop. The workshop was held at the University of South Carolina, School of Education, and was sponsored by the S.C. Aeronautics Commission. Scholarships for the course were awarded by the sponsor.

S. C. STATE LIBRARY

MAR 16 1973



**Teachers Board Aircraft for Trip to Cape Kennedy**



**Governor John C. West Announces Aviation Safety Week**

## 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 current 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 belts and shoulder harness installed.

For the fiscal year 1970-71, 55 aerial applicator permits were issued and 75 aerial applicator planes registered with the Commission.

### Aerial Applicators

- Frederick E. Brink, Rt. 1, Box 184, Bishopville, S. C. 29010  
 Barney L. Culp, Rt. 1, Box 207, Chester, S. C. 29706  
 Boyd W. Curry, Box 294, Hartsville, S. C. 29550  
 Carl D. Coker, 960 Morningside Dr., Sumter, S. C. 29150  
 Bobby L. Daggerhart, Rt. 1, Box 197, Leesville, S. C. 29070  
 George A. Gedra, Box 594, Darlington, S. C.  
 Rex Gallogly, Box 246, Dacula, Ga. 30211  
 M. B. Huggins, Rt. 4, Timmons ville, S. C. 29161  
 M. B. Huggins, III, Box 382, Timmons ville, S. C. 29161  
 William E. Hyler, Jr., Box 4217, Roanoke, Va.  
 Jerry D. Hill, 3411 Willetta Dr., Roanoke, Va.  
 W. E. Henry, Jr., 610 Calvert Ave., Clinton, S. C. 29325  
 Louis A. Heinemann, Jr., Box 7, Allendale, S. C. 29810  
 Woodrow M. McKay, Rt. 1, Timmons ville, S. C. 29161  
 Robert L. McNeil, Box 671, Cameron, S. C. 29030  
 Robert S. McNeil, Box 671, Cameron, S. C. 29030  
 Ernest H. Marshall, Box 51, 550 Norman St., Hendersonville,  
 N. C. 28739  
 James C. Price, Dillon County Airport, Dillon, S. C. 29536  
 Jack A. Phillips, Box 356, Fairfax, S. C.  
 Lyle R. Rosendahl, 316 S. Chestnut St., Kimball, Nebraska 69145  
 Leo L. Sells, 12-B Farmington Apts., Hartsville, S. C. 29550  
 Harry L. Stevens, Box 227, Richmond Hill, Ga. 31324

Robert W. Smith, 2607 Westover Ave., Roanoke, Va.  
 Horace A. Taylor, Box 165, Dillon, S. C. 29536  
 James V. Vaughn, RFD 1, Bogart, Ga. 30622  
 Marion B. Welch, Jr., 227 Park Ave., Estill, S. C. 29918  
 John H. Whittington, Rt. 2, Box 79, Rowland, N. C. 28383  
 James P. Williams, 312 N. Maple St., Summerville, S. C.  
 James A. Fort, III, 3312 Park St., Columbia, S. C.  
 Floyd R. Finney, Box 1, Santee, S. C.  
 G. C. Gabaldon, Rt. 1, Box 223, E. Palatka, Fla.  
 Richard C. Kershman, 118 S. Jefferson, Perryton, Texas  
 Milford Oswald, Rt. 2, Wagener, S. C.  
 Hiram C. Purser, Jr., Box 515, Fairfax, S. C.  
 Jack R. Ross, 3726 Greenbriar Dr., Columbia, S. C.  
 Arnold A. Arnett, No. 4 Skinners Place, Savannah, Ga.  
 William J. McKenna, Box 13177, Savannah, Ga.  
 Walter M. Moore, 5914 Buckley Dr., Jacksonville, Fla.  
 Henry C. Speas, Dillon County Airport, Dillon, S. C.  
 Budd C. Darling, Box 77, Bennettsville, S. C.  
 Archie Paschal, Main Street, Lamar, S. C.  
 Richard L. Williams, Rt. 3, Box 732, Lumberton, N. C. 28358  
 Donald R. Mack, Rt. 4, Box 337, Laurinburg, N. C. 28352  
 Kenneth W. McNeil, Box 671, Cameron, S. C.  
 Rodney R. Miller, Main St., Lamar, S. C.  
 Julian T. Taylor, 256 W. Poplar St., Charleston, S. C.  
 Michael G. O'Meara, Box 336, Graford, Texas 76045  
 Claude C. Horton, RFD 11, Box 106, Spartanburg, S. C.  
 Cyrus R. Moss, Box 684, Spartanburg, S. C.  
 George C. Fell, Box 515, Fairfax, S. C.  
 Marc Anthony Corder, 2645 Westover Ave. Apt. 12, Roanoke, Va.  
 Sherman W. Hanke, Box 29, Summerfield, Fla. 32691  
 Homer Gifton McCreary, 503 Zion St., Landis, N. C. 28088  
 Dexter Edward Baxley, 805 Elmore St., Camden, S. C. 29020  
 Richard B. Young, Box 360, Darlington, S. C.  
 Fredrick M. Spivey, (Will Forward), Sumter, S. C.  
 William G. Tatum, 415 East Tatum Avenue, McColl, S. C. 29570

## SOUTH CAROLINA MAINTENANCE AND IMPROVEMENT OF AIRPORTS

Repairs to the following are finished:

Barnwell County Airport—New hangar building 100 x 96 feet.

Hemingway Airport—Runway extended from 2500 feet to 3000 feet.

Abbeville Airport—Runway extended from 2000 feet to 2235 feet; turn-arounds on each end of runway; new lights on field.

The State airmarking system a summer project, using college students resulted in repainting seventy-five airmarkers, two beacon light towers—one at Crescent Beach Airport and one at Georgetown County Airport. Also repainted numbers and center lines on the following airports:

Sumter	Conway
Georgetown	Lake City
St. George	Laurens
Hilton Head	Newberry
Allendale	Ridgeland
Cheraw	Pageland
Calhoun Falls	Manning
Andrews	

## Aircraft Accidents in S. C. 1 July 1970—30 June 1971

Date	Type Aircraft	Injuries	Damage	Nature of Accident
July 30, 1970	Piper PA-30	None	Substantial	Ran off runway during landing roll.
Aug. 2, 1970	Bellanca 1413	None	Substantial	Landed with gear retracted.
Aug. 13, 1970	Beech 35	None	Substantial	Hit post during take-off.
Aug 19, 1970	Call-Air A-9	None	Destroyed	Crashed after running out of fuel.
Aug. 23, 1970	Piper J-3	None	Substantial	Lost power after take-off, crashed in field.
Aug. 30, 1970	Hughes 269-A	None	Substantial	Lost power on take-off, landed in water.
Sept. 2, 1970	Piper PA-28	None	Substantial	Landed short, hit bank on approach end.
Sept. 17, 1970	Cessna	3 Serious	Substantial	Undershot runway, hit ditch.
Sept. 28, 1970	Piper PA-32	None	Destroyed	Aircraft caught fire during run-up.
Oct. 2, 1970	Helio-Courier	2 Serious		
		2 Minor	Substantial	Hit fence on take-off.
Nov. 21, 1970	Cessna 210	None	Major	Landed long and ran off end of runway.
Nov. 22, 1970	Piper PA-24	None	Substantial	Nose gear collapsed on landing.
Nov. 28, 1970	Beech H-35	1 Fatal	Substantial	Engine failure on take-off.
Dec. 4, 1970	Cessna 172	None	Substantial	Crashed during landing approach.
Dec. 23, 1970	Cessna 310	None	Substantial	Unable to lower nose gear before landing.
Dec. 28, 1970	Piper PA-28	None	Substantial	Nose gear collapsed on landing.
Jan. 3, 1971	Piper PA-22	1 Minor	Substantial	Power failure on climb out.
Feb. 4, 1971	Aero-Comm. 560	5 Fatal		
		1 Critical	Destroyed	Unknown at this time.
Feb. 6, 1971	Boeing A-75	2 Fatal	Destroyed	Crashed while doing low level acrobatics.
Feb. 26, 1971	Beech E-18	8 Fatal	Destroyed	Crashed after missing approach to airport.
Feb. 28, 1971	Sikorsky S-55	None	Substantial	Crashed after running out of fuel.
Mar. 14, 1971	Piper J-5	None	Substantial	Crashed while attempting precautionary landing in field.
Mar. 28, 1971	Beech BE-36	None	Minor	Landing gear collapsed on landing.

Date	Type Aircraft	Injuries	Damage	Nature of Accident
April 7, 1971	Pitts SPL	None	Substantial	Landing gear collapsed and aircraft flipped over on back.
April 7, 1971	Piper J-3	None	Substantial	Power loss after take-off.
May 11, 1971	Cessna 337	1 Serious		
		4 Minor	Substantial	Crashed during landing.
May 30, 1971	Piper PA-16	None	Substantial	Crashed during attempted go-around.
June 10, 1971	Cessna 175	None	Major	Engine failure during approach.
June 15, 1971	Aero-Comm. 100	1 Serious	Major	Aircraft stalled after take-off and crashed in swamp.
June 16, 1971	Beech BE-35	None	Substantial	Ran off end of runway during landing roll.

## 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, and control of insects, etc.

### Abbeville—Davis Airport

	Length	Surface
Location—1¼ mile SE		
Manager Ralph Davis		
Runway: NE-SW .....	2,235	Asphalt

### Aiken Municipal

Location—7 miles north of Aiken		
Owner—City of Aiken		
Runways: N-S .....	5,000	Asphalt
NE-SW .....	5,000	Asphalt
NW-SE .....	5,000	Asphalt
Lighting—Beacon and Lights on NE-SW runway		
Operator—Eagle Aviation—W. N. Quinby		
A/C Facilities—80 and 87 octane, A&E service, tie down		

### Allendale County

Location—East—4 miles from town		
Owner—Allendale County		
Runway: N-W-S-E .....	3,200	Paved
A/C Facilities—Tie down, 80 and 100 octane, Unicom		
Operator—Lonnie Browning		

### Anderson—Anderson County

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—VORTAC 7 miles SW of field "AND" 108.6mc.		
Communications—Anderson radio—No tower		
Operator—Carolina Aero Service—Ben Johnson, Mgr.		
Southern Airways		
A/C Facilities—80 and 100 octane, and jet fuel, tie down, storage		

### Andrews Municipal

Location—3 miles NE of City		
Owner—Georgetown County		
Runways: N-5 .....	3,000	Paved
Lighted, Beacon, Fuel 80-100		

**Bamberg—Carlisle Field**

	Length	Surface
Location—4 miles SE		
Manager—S. C. Aeronautics Commission		
Runways: N-S .....	2,700	Turf
NE-SW .....	2,800	Turf
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—Wendell Gibson, President, Barnwell Flying Service		
A/C Facilities—Lights, beacon, 80 and 100 octane, tie down		

**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—Marlboro County Airport**

Location—4 miles NW		
Owner—Marlboro County—Operator		
Runway: NE-SW .....	4,000	Paved
A/C Facilities—Lighted, beacon tie down—80-100 octane		

**Bishopville—Municipal Airport**

Location—2 miles N		
Owner—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		
Owner—City of Camden, W. A. Grant, Manager-Operator		
Runways: NW-SE .....	3,000	Asphalt
NE-SW .....	4,500	Asphalt
A/C Facilities—80 and 100 octane, A&E, major repairs, storage, Unicom, lights and beacon		

**Campobello—Campobello Airport (Private)**

	Length	Surface
Location—4 miles SSW		
Owner—Otis Clayton		
Runways: N-S .....	1,800	Turf
E-W .....	2,000	Turf
A/C Facilities—80 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 15-23 and 3-21; obstruction and approach lights; white and green rotating beacon		
Navigational Aids—VORTAC 113.5 CHS; ILS runway 15 (consult appropriate charts)		
Communications—Tower 126.0; 126.2 mc		
Operator—Hawthorne Aviation, Vernon Strickland, President		
Airlines—Delta, Eastern, National		
A/C Facilities—A&E, major repairs, 80, 91 and 100 octane, kerosene, 24 hours line service, storage		
NOTE: Joint operation with military, two-way radio mandatory		

**Charleston—John's Island Airport**

Location—7 miles SW		
Owner—Charleston County		
Operator—Hawthorne Aviation, Vernon Strickland, President		
Flight Instruction		
Runways: 18-36 .....	5,000	Concrete
9-17 .....	5,000	Concrete
3-21 .....	5,000	Concrete
A/C Facilities—80 and 100 octane, A&E, Storage, Unicom		

**Cheraw—Cheraw Municipal**

Location—4½ miles NNW		
Owner—City of Cheraw		
Runways: NNW-SSE Lighted .....	3,400	Paved
ENE-WSW .....	1,900	Turf
No A/C Facilities other than tie-down, storage, Unicom, Charter service, flight instruction, 80 and 100 octane, rotating beacon		
Operator—Smith Barber		

**Chester—Chester County**

	Length	Surface
Location—6 miles north of Chester		
Owner—Chester County		
Operator—Bermuda High Soaring School, Inc. Joe Giltner		
Runways: 17-35 (lighter) .....	5,000	Asphalt
5-23 .....	5,000	Asphalt
11-29 .....	5,000	Asphalt
A/C Facilities—80 and 100 octane, Unicom		

**Clarendon County—Manning**

Location—7 miles South of Manning		
Owner—Clarendon County		
Runway: NNW-SSE (Lighted) .....	3,600	Paved
A/C Facilities—Tie Downs		

**Clemson—Oconee Airport**

Location—3 miles NW		
Owner—S. C. Aeronautics Commission		
Runways: NE-SW .....	3,000	Paved
Lights and Rotating beacon		
A/C Facilities—80 and 100 octane, tie downs		
Operator—Garrison Aviation; Flight Instruction Service— Charter—Unicom		

**Clio—Mack Lamar Field (Private)**

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—Richland-Lexington Airport Commission		
Runways: 10-28 .....	7,500	Asphalt
5-23 .....	5,000	Asphalt
Lighting—H. I. runway; beacon; approach lights R/W 10		
Communications—Tower 119.5mc.		
Navigational Aids—VORTAC Columbia Radio, 114.7mc.; CAE; ILS		
Operators—Eagle Aviation, Miller Aviation		
Airline—Delta, Eastern, Southern, Piedmont		
A/C Facilities—80-87 and 100 octane, jet fuel, storage, tie down, major repairs, Unicom—123.0		
NOTE: Headquarters of S. C. Aeronautics Commission		

**Columbia—Owens Field**

	Length	Surface
Location—SE of City		
Owner, Richland County		
Runways: 15-33 Lighted .....	3,607	Asphalt
7-25 .....	3,456	Asphalt
Navigational Aids—None		
A/C Facilities—80 and 100 octane available		
Operator—Midland Aviation—Jim Hamilton		
Tie down, Unicom, lights		

**Conway—Horry County Airport**

Location—4 miles West		
Owner—Horry County, Red Baron Aviation, Inc.		
Runway: NE-SW .....	3,200	Paved
A/C Facilities— Tie down—Lighted		

**Darlington—Darlington County Airport**

	Length	Surface
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 Air Service, Crops Dusting and Spraying, flight instruction, service		
A/C Facilities—80 and 100 octane, storage, A&E repair, Unicom		
Runway 5-23 Lighted		

**Darlington—Moore's Field (Private)**

Location—1.8 miles SW		
Owner—Ollie Moore		
Runway: NNW-SSE .....	2,000	Turf
A/C Facilities—80 and 87 octane fuel, Unicom, lights		
Lights on Request		

**Darlington—Branham Airport (Private)**

Location—3 miles SW		
Runways: NS .....	2,600	Turf
2,000 feet lighted; 600 feet overrun on northend		
A/C Facilities— 80 and 100 octane, Unicom		

**Dillon—Dillon County Airport**

Location—1.7 miles N of Dillon		
Manager—S. E. Aeronautics Commission		
Runway: ENE-WSW .....	3,000	Paved
A/C Facilities—Parking area, rotating beacon, lighted, 80 and 100 octane, Unicom, crop dusting and spraying charter		
Operator—James Price		

**Estill—Harper's Field (Private)**

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

**Fairfax—Phillips Airport**

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

**Florence—Gilbert Field**

	Length	Surface
Location—3 miles ESE		
Owner—City of Florence, T. G. Griffin, Airport Manager		
Runways: 36-18 .....	6,000	Asphalt
9-27 .....	6,500	Asphalt
Lighting—Runway lights, rotating beacon—white-green		
Navigational Aids—VORTAC 115.2mc.; FLO		
Communications—Florence Radio		
Operators—Powers Flying Service, flight instruction, charter		
Airlines—Piedmont		
A/C Facilities—80 and 100 octane and jet fuel, storage, A&E service		

**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
Operators—Georgetown & Western Flying Service, Kenneth Luther, Manager		
A/C Facilities—80 and 100 octane, storage, tie down, Unicom & charter		
Lighting—Runway lights, rotating beacon		

**Gorton Plantation Airstrip (Private)**

Location—16 miles South of Allendale		
Runway: NS .....	4,300	Turf
A/C Facilities—None		

**Greenville—Greenville Downtown Airport**

	Length	Surface
Location—East of City		
Owner—City of Greenville		
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)		
Communications—Tower, 119.9mc.		
Operators—Eagle Aviation, Southern Aviation Service, Thermal Belt Air Service		
A/C Facilities—80 and 100 jet octane, major repairs, storage, Unicom 123.0		

**Greenville—Spartanburg Airport, Greer**

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

**Greenwood—Greenwood County Airport**

Location—3.8 miles North 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, Waymond Lanford		
A/C Facilities—80 and 100 octane, storage, major and minor repairs, Unicom, charter service		

**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 and 100 octane fuel, Unicom, Lights, beacon		

**Hartsville—Hartsville Municipal Airport**

	Length	Surface
Location—3 miles NNW		
Owner—City of Hartsville		
Runways: NNW-SSE (Lighted) .....	3,300	Paved
E-W .....	2,000	Turf
Operator—Smith Barber		
A/C Facilities—fuel, storage, tie-downs, lights and Unicom, flight instruction, charter service		

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

Location—4 miles SSW Hemingway		
Runway: E-W (Lighted) .....	3,000	Paved
A/C Facilities—80 octane, tie-down		

**Honea Path—Ashley Field (Private)**

Location—1.5 miles ESE		
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—Wilson Memorial Airport**

Location—1.5 miles NE Isle of Palms		
Manager—S. C. Aeronautics Commission		
Operator—Haywood R. Faison, Jr.		
Runway: ENE-WSW .....	3,100	Turf & Oyster Shells
A/C Facilities—Flight instruction		

**Kershaw—Kershaw Municipal Airport**

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

**Kingtree—Prosser's Airport (Private)**

Location—8 miles ESE		
Manager—E. W. Prosser, Jr. (Owner)		
Runways: NW-SW .....	2,400	Turf
A/C Facilities—80 and 87 octane, storage		

**Kingtree Airport (Private)**

Location—4 miles NW		
Owner—W. H. Cox		
Runways: EW .....	4,700	Turf

**Kline—Walker Airport (Private)**

	Length	Surface
Location—2 miles South		
Manager—J. W. Walker (Owner)		
Runway: NE-SW .....	2,300	Turf
NW-SE .....	1,700	Turf
A/C Facilities—Tie down		

**Lake City—Evans Airport**

Location—1.7 miles SSW		
Owner—City of Lake City		
Runways: N-S .....	3,000	Paved
A/C Facilities—Tie downs, 80 and 100 octane (on request)		
Lights		

**Lake Marion—Goat Island Airport (Private)**

Location—7 miles SSE Summerton		
Manager—Williams Davis (Owner)		
Runways: NE-SW .....	2,000	Sod
A/C Facilities—Tie downs, Lighted, 80 and 100 octane		

**Lancaster County Airport**

Location—4 miles W		
Owner—Lancaster County		
Runways: (Lighted)		
NE-SW .....	3,300	Paved
A/C Facilities—80 and 100 octane, storage (on request)		
Unicom—Beacon		
Operator—B & E Aviation—Bobby Hinson		

**Landrum—Fairview Airport**

Location—3 miles SE of City		
Manager—Buck Moss		
Operator—Spartan Aviation		
Runways: 14-32 .....	3,000	Asphalt
Unicom 122.8; storage, tie downs, charter		

**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 County Airport**

	Length	Surface
Location—3 miles North-Northeast of Laurens		
Owner—Laurens County—Operator—Julian Cox		
Runways: NE-SW .....	3,200	Paved
A/C Facilities—Lighted, tie downs		
80 and 100 octane on request		

**Loris Airport**

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

**Manning—Clarendon County Airport**

Location—7½ miles S. of City		
Owner—Clarendon County		
Runways: 1-19 .....	3,400	Asphalt
Lights—tiedowns		

**Marion—Mullins Airport**

Location—6 miles E Marion		
Owner—Marion County		
Supervisor—Gault Beason		
Runway: NE-SW .....	4,500	Paved
A/C Facilities—80 and 100 octane, lights, beacon		

**Moncks Corner—Moncks Corner Airport**

Location—1.3 miles WSW		
Manager—S. C. Aeronautics Commission		
Runways: NE-SW (Lighted) .....	3,100	Paved
A/C Facilities—80 octane, 100 octane, tie down		
Operator—Luke's Flying Service—Charter		

**Mt. Pleasant—Remley's Point (Private)**

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 County Airport**

	Length	Surface
Location—2.3 miles NNW		
Manager—S. C. Aeronautics Commission		
Runways: NNE-SSW .....	3,500	Paved
E-W .....	2,200	Turf
Lighting—Lights on NNE-SSW Runways & Beacon		
Operator—L. L. Baumgartner		
A/C Facilities—80 and 100 octane, storage, major repairs		
Flight instruction, charter service, Unicom		

**Nichols—Battle Field (Private)**

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

**Orangeburg—Orangeburg Municipal Airport**

Location—1 mile S of Orangeburg		
Manager—T. C. Hadwin		
Owner—City of Orangeburg		
Runways: NE-SW .....	4,500	Paved
SE-NW .....	2,900	Turf
Lighting—NE-SW runway, beacon		
Operator—Orangeburg Flying Service		
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		
City of Pageland		
Runway: NE-SW .....	3,400	Paved
A/C tie downs, lights		

**Pickens County Airport**

Location—6 miles South		
Owner—Pickens County—Operator—Wade H. Griffis		
Runway: NE-SW .....	3,400	Paved
A/C Facilities 80-100 octane, lights and beacon		

**Pontiac—Experimental Station Airstrip**

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

**Ridgeland—Ridgeland Municipal Airport**

	Length	Surface
Location—1.3 miles NW		
Manager—S. C. Aeronautics Commission		
Runways: NNE-SSW .....	3,137	Paved
A/C Facilities—80 and 100 octane, storage		
Lights		
Operator—L. C. Joslyn		

**Rock Hill—Rock Hill Municipal Airport**

Location—Approx. 4 miles NW of City of Rock Hill		
Runways: NE-SW .....	5,000	Paved
A/C Facilities—Lights, rotating beacon, Unicom, fuel, tie down, maintenance		
Operator—Rock Hill Aviation		

**Saluda Airport**

Location—5 miles SSW of Saluda		
Owner—Saluda County		
Runways: NS .....	3,200	Paved
A/C Facilities—Lighted, tie down, 80-100 octane		

**Santee—Wings & Wheels**

Location—½ mile E. of Town		
Manager—Larry H. Lee—Santee Exhibitions, Inc.		
Runway: SE-NW .....	2,800	Paved
Fuel 80-100 octane		

**Spartanburg—Spartanburg Municipal Airport**

Location—2.5 miles SW		
Manager—		
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 248kc, SPA; VORTAC 115.7mc.		
Communication—Tower 118.3 and 317kc		
Operators—Orcco Aviation—Mr. Orr;—Spartan Aviation— Mr. Claude Horton		
A/C Facilities—80-100 octane, storage, A&E		

**St. George—Dorchester County Airport**

Location—4 miles E. of St. George		
Owner—Dorchester County		
Runway: NE-SW .....	3,200	Paved
A/C Facilities—Tie down, 80-100 octane on request		
Lighted		

**St. Matthews Airport (Private)**

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

**St. Stephen—St. Stephen Airport (Private)**

Location—0.5 mile 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		
Runways: NW-SE .....	1,335	Turf

**Summerville—Summerville Airport**

Location—2 miles N		
Owner—City of Summerville		
Runways: NE-SW .....	3,400	Turf
A/C Facilities—80 and 100 octane, Unicom		
Operator—John N. Shelton		

**Sumter—Sumter Municipal Airport**

Location—4½ miles NNW of City		
Manager—E. H. Lynam, Jr.		
Runways: NE-SW .....	4,500	Paved
NW-SE .....	3,300	Turf
Lighting—Runway lights—beacon		
Operator—Sumter Airways, Inc., E. H. Lynam, Jr.		
Instruction, Charter		
A/C Facilities—80 and 100 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—80-100 octane, storage, lights and beacon, Unicom		

**Trenton—Trenton Municipal Airport**

	Length	Surface
Location—1.2 miles E		
Manager—S. C. Aeronautics Commission		
Runways: ENE-WSW .....	2,200	Turf
NNW-SSE .....	2,100	Turf
NE-SW (Lighted) .....	3,500	Turf

**Union—Union County Airport**

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

**Walterboro—Colleton County Airport**

Location—1.3 miles NE		
Manager—S. C. Aeronautics Commission		
Owner—Colleton County		
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, Unicom		

**Whitmire—Oxner's Airport (Private)**

Location—4 miles SSE		
Owner—Asa C. Oxner		
Runways: E-W .....	2,950	Turf
A/C Facilities—80 & 100 octane, storage, major repairs		

**York—Cloniger Airport (Private)**

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

