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# South Carolina



# AVIATION

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## News Letter

PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

VOL. 16

JANUARY, 1965

No. 1



Richard U. Temple  
east from the Myrtle Beach Airport. In addition to the helicopter service, Inland will offer complete fixed wing service including aircraft sales.

### NEW OPERATORS

The new year brings several changes in airport operators in the State.

At the Myrtle Beach Airport at Crescent Beach, Inland Airlines has been awarded the contract for the fixed base operation, formerly operated by Coastal Flying Service. Dick Temple is President of Inland and has been operating a helicopter service for several years in South-

J. O. Jones, President of Southern Aviation Service at Greenville has closed his operation at Spartanburg and will begin operation on the new Clemson-Oconee Airport, February 1, 1965. Southern Aviation plans to provide 24 hour transient service, charter, flight instruction and aircraft sales at Clemson.

Bill Orr of Orr's Aero Mechanix at Spartanburg has assumed the duties as fixed base operator at the Spartanburg Downtown Memorial Airport. He will have refueling service available until 10:00 P. M. each night and 24 hour service available on request and plans to offer complete aviation service at an early date.

### PALM BEACH FLIGHT TRAINING CLINIC

The 2nd Annual AOPA Palm Beach Flight Training Clinic will be held January 28-29-30, 1965. Four courses are offered to upgrade your flight proficiency. AOPA 360° Rating.. your FAA Blue Seal awarded on the spot after successful completion of four hours ground school and four hours in-flight instruction. Fee \$50.

AOPA INSTRUMENT NAV/COM....for Blue Seal pilots who wish to broaden their knowledge of the radio aids and procedures required for instrument rating. Course also covers how to cope with cross-country weather emergencies and reviews AOPA 360° rating proficiencies. Four hours each of ground school and in-flight instruction. Fee \$50.

AOPA INSTRUMENT PILOT REFRESHER....for instrument rated pilots, four hours ground school and six hours in-flight instruction, to update instrument proficiency with recent instrument experience as required by FAA. Fee \$75.

AOPA PINCH-HITTER....is for non-pilots (your wife, perhaps), who in four hours each of ground school and in-flight instruction, are taught how to take over the controls, navigate to an airport and land the aircraft unassisted. Course is added safety factor for pilots and generates much fresh aviation interest among novices. Fee \$50.

CONTACT: James Tilford, President, Tilford Flying Service, Palm Beach, International Airport, West Palm Beach, Florida. Phone: Area Code 305-683-4121.

Ask about low-cost accommodations that will let you bring your family for some Florida sun, fun, sand, sea and air! (You may also wish to inquire about Tilford's special travel services for side-trips to the Bahamas.)

Clinic programmed by AOPA Foundation, Inc. and Tilford Flying Service; under direction of Ralph F. Nelson, Project Director, AOPA Foundation, Inc.

## ALCOHOL & FLYING

Alcohol mixes no better with aviation gasoline than it does with the automotive variety. Study of 477 fatal general aviation accidents which occurred during 1963 bore this out.

The National Safety Council's Committee on General Aviation was told that alcohol was a factor in one-third of the 477 accidents which killed 899 people during 1963.

The NSC committee was briefed at the FAA's Civil Aeromedical Research Institute in Oklahoma City. They were told that a pilot can get drunk on only one-fourth the amount of alcohol it takes to make an automobile driver drunk. Flying requires a higher degree of skill and decision making, and the effects of high altitude add to alcohol's intoxicating effects, they were told. Night flying and instrument flying skills are affected first.

FAA's Federal Air Surgeon, Dr. M. S. White warned against drinking who serve as FAA Aviation Medical Examiners, have caused FAA to take a close look at the role of alcohol in general aviation accidents.

For more than 150 pilots who drank while flying during 1963, the penalty was stiff. They are dead. Several hundred passengers who were so unfortunate or so foolish as to fly with them died too.

Reports revealed that pilots involved in alcohol related accidents included beginners as well as very experienced pilots. While those with approximately 300 hours or less of flying time accounted for the most accidents, not even experienced pilots can compensate for the effects of alcohol, the reports revealed. For instance, an experienced pilot who is used to drinking might think he could get by with one drink by staying at a low altitude, flying only in daylight hours and staying out of emergency situations. The one drink could raise his blood-alcohol percentage as high as .05 per cent, the medical threshold of intoxication. The effects of altitude could put him over the threshold.

A 180-pound man who consumes eight drinks in four hours would reach a blood-alcohol level of .67 per cent. About eight hours would be required for recovery because the body dissipates the alcohol at the rate of only .015 per cent per hour.

NSC members endorsed FAA actions to solve the problem and recommended an education program for pilots and instructors on the serious effects of alcohol and drugs while flying.

All of the studies presented at the Oklahoma City conference were careful to point out that the use of alcohol among pilots is very rare when the total general aviation picture is considered.

"The great majority of civil general aviation pilots are mature, dependable individuals who contribute to the high standards of excellence and safety of civil aviation..." one spokesman asserted. "It is clear that the alcohol associated group is a very small group, (less than six-tenths of one per cent) but one which exerts an adverse effect on the over-all image of aviation."

#### FAA NEWS

### AIR TAXI OPERATORS

In response to several inquiries we are printing a list of the licensed Air Taxi Operators in South Carolina. This list may not be complete as some operators were in the process of qualifying for an Air Taxi Certificate when the FAA was contacted:

Aero Flight, Inc., Florence; Airtex Corporation, Greer; Alevar, Inc., Greenville; Battle Aviation, Nichols; Brannon's Aero Service, Inc., Greenville; Carolina Aero Service, Inc., Anderson; Cheek's Charter Service, Florence; Coastal Flying Service, Inc., Crescent Beach; Columbia Aviation, Inc., Columbia; Georgetown & Western Flight Service, Georgetown; H & H Aviation, Inc., West Columbia; Hartsville Aviation, Hartsville; Hawthorne Aviation, Charleston; Huggins Flying Service, Timmonsville; Inland Air Lines, Inc., Crescent Beach, S. C.; Johnson Flying Service, Greenville; Gino P. Lucarelli, Moncks Corner; Midland Aircraft Sales, Inc., Aiken; Orangeburg Air Service, Inc., Orangeburg; Rock Hill Aviation, Inc., Rock Hill; Shealy's Flying Service, Newberry; Southern Aviation Service, Inc., Greenville; Sumter Airways, Inc., Sumter.

### AIRCRAFT REGISTRATION

The South Carolina Aircraft registration forms are due as of the first of January. Forms are available from the Aeronautics Commission office, P. O. Box 1176, Columbia, S. C.

FAA REFRESHER COURSES

In response to requests for official recommendations for advanced flight training, the FAA, Flight Standards Service developed refresher courses and presented them in booklet form, issued as Advisory Circular No. 61-10.

This course booklet "Private and Commercial Pilots Refreshers Courses" contains chapters on: Syllabus for pilot refresher course; Refresher Ground Instruction; Refresher Flight Instruction; Syllabus for Instrument Pilot Refreshers; Refresher Ground Instruction for Instrument Pilots; Refresher Flight Instruction for Instrument Pilots; Flight Instructors Endorsements and Graduation Certificates.

You may obtain this booklet by order from: Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402. Price 15c.

AIRPORT INFORMATION DESK

The Aiken Municipal Airport has been selected for the trial operation of the second type of new terminal service facility to be furnished by the FAA. This is called an Airport Information Desk (AID). It is unmanned facility that will be located in sponsor provided space in the general aviation area of the airport. These facilities will be readily accessible to pilots during the hours of operation of the airport.

The provision of an AID is dependent upon mutual agreement between the airport sponsor and the FAA. An AID will normally consist of foreign exchange or fastline service to the parent FSS, service "A" weather teletype (receive only) where required on the basis of need, limited weather readout equipment, and a collection of current flight planning data. The sponsor must agree to furnish space, all local services, and to take weather observations if required.

Airport Information Desks (AIDS) will be provided at locations losing a fully staffed FSS if they do not qualify for MANICOM service and the sponsor agrees to take weather observations as requested. Myrtle Beach has qualified for Manicom service.

At non-FSS locations, AIDS may be provided where the activity results in a substantial count of annual transient aircraft operations and the sponsor agrees to take weather observations as requested.

## AIRCRAFT ACCIDENTS

The S. C. Aeronautics Commission is charged with the responsibility of investigating all general aviation accidents that occur in the state. 1964 showed a remarkable decrease in fatal accidents over 1963. In 1964 there was only one fatal aircraft as compared to 18 in 1963. However, there were 10 more accidents reported for 1964. Listed below are aircraft accidents reported:

<u>DATE</u>	<u>TYPE AIRCRAFT</u>	<u>INJURIES</u>	<u>DAMAGE</u>	<u>NATURE OF ACCIDENTS</u>
1-5-64	Piper PA-24	1 Serious 1 Minor	Major	Engine failure on take-off.
1-11-64	Beech N-35	None	Minor	Pilot inadvertently retracted landing gear
1-22-64	Beech 95	None	Minor	Pilot unable to lower landing gear.
2-2-64	Piper PA-23	None	Minor	Pilot failed to lower landing gear.
2-2-64	Luscombe 8E	None	Major	Pilot ran off runway on take-off & overturned.
2-10-64	Champion 7GCB	None	Minor	Pilot stalled on approach
2-16-64	Cessna 182	None	Major	Nose wheel collapsed during taxi.
2-20-64	Boeing A-75	None	Major	Bounced on landing and veered to left into a tree.
3-29-64	Piper PA-22	1 Serious 4 Minor	Major	Engine failure on take-off.
3-30-64	Piper PA-24	2 Minor	Major	Engine failure during flight-fuel exhaustion.
4-4-64	Piper PA-22	None	Minor	Ground loop on landing.
4-7-64	Cessna 195	1 Serious	Destroyed	Crashed during IFR take-off.
4-9-64	Piper PA-30	None	Minor	Pilot landed with gear retracted.
4-19-64	Fairchild 24	3 Serious	Destroyed	Crashed during attempted go-around.
4-25-64	Beech 35-33	None	Minor	Landed on closed runway
4-30-64	Piper PA-22	None	Major	Ground looped on landing.
5-6-64	Ercoupe 415C	None	Minor	Under shot on final approach
5-8-64	Piper PA-24	None	Minor	Right wheel dropped in hole while taxing.
5-17-64	Ercoupe 415C	None	Minor	Nose wheel sank into depression on landing and broke off.
5-18-64	Ercoupe 415C	None	Major	Lost power during touch and go take-off.
6-21-64	Taylorcraft 11AC	2 Minor	Destroyed	Crashed in ocean 1/2 mile from shore.
6-22-64	Piper PA-28	1 Minor	Major	Bounced on landing, sheared nose gear

<u>DATE</u>	<u>TYPE AIRCRAFT</u>	<u>INJURIES</u>	<u>DAMAGE</u>	<u>NATURE OF ACCIDENT</u>
7-12-64	Piper PA-28	None	Minor	Ground looped on landing.
7-23-64	Piper PA-22	1 Fatal	Destroyed	Pilot apparently lost control of A/C during night IFR flight. Not instrument qualified.
7-25-64	Hughes 269A	None	Major	Fuel Exhaustion-forced landing.
8-2-64	Bellanca	None	Major	Pilot could not reduce power with throttle on landing.
8-4-64	Cessna 170B	None	Major	Engine failure on take-off.
8-13-64	Piper PA-24	None	Destroyed	Undershot runway on landing, struck ditch.
8-17-64	Aeronca 7AC	None	Major	Pilot landed in field due to bad weather, nosed over.
8-27-64	Call Air A-9	None	Destroyed	Struck wires during Aerial Application run
8-29-64	Piper PA-28	None	Major	Fuel exhaustion on VFR flight in marginal weather.
9-11-64	Cessna 170	None	Major	Ran off runway during landing roll.
9-17-64	Piper PA-22	None	Major	Nose wheel dropped in hole on runway while taxing
9-19-64	Cessna 175	None	Major	Engine failure shortly after take-off.
9-26-64	Aeronca 7AC	1 Serious	Major	Veered off runway on take-off.
10-24-64	Taylorcraft	1 Minor	Major	Pilot said control cable broke, causing loss of control
11-1-64	Piper PA-24	None	Major	Aircraft Landed wheels up.
11-8-64	Piper PA-22	1 Minor	Major	Overshot runway, turned over on back.
Total	39 Accidents	11 Minor Injuries 7 Serious 1 Fatality		

SOUTH CAROLINA AERONAUTICS COMMISSION

P. O. BOX 1176

COLUMBIA, SOUTH CAROLINA

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GROUND SCHOOL

Aero Flight Inc., at Florence Municipal Airport is conducting night classes for pilots who wish to improve their proficiency. Classes scheduled are for private, commercial, instructor and instrument ratings. For further information contact Mr. Ray Clark, President.

BREAKFAST CLUB

In spite of threatening weather in some areas of the State, over 100 people attended the Breakfast Club meeting and 37 airplanes were counted on the strip at Hilton Head Island. The members enjoyed an excellent breakfast and many took advantage of the offer to play golf. Frank McClure of Varnville was awarded the bouncing ball for his outstanding performance.

The meeting for January 24th will be held at the Hampton-Varnville Airport. Host for this meeting will be the Hampton Flying Club.

The first meeting in February is tentatively set for Owens Field, Columbia, S. C.