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South Carolina AVIATION News Letter

PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

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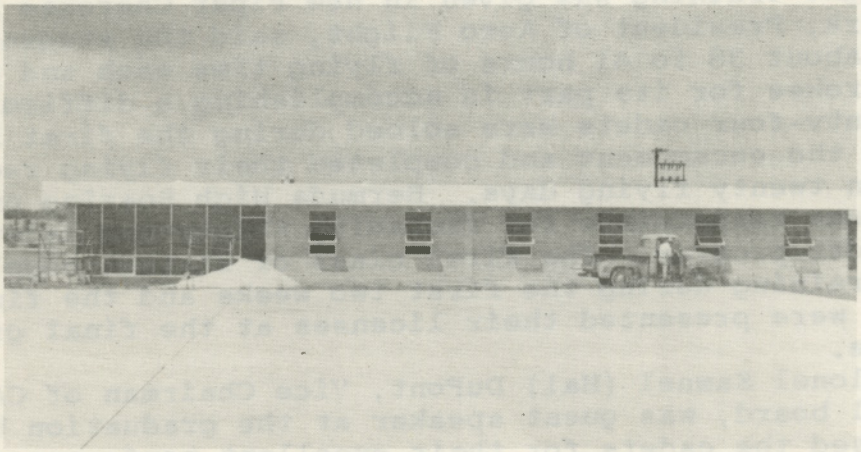

NEW BUILDING AT COLUMBIA METROPOLITAN AIRPORT

Shown above is the new office of the FAA General Aviation District office and Weather Bureau.

New building which is located on the east ramp between the terminal building and H & H Aviation will be completed in September. W. H. Sellers is the contractor for the 8,000 square foot structure which will cost approximately $160,000.00.

The Weater Bureau will be located in the westside of the building so that they can take advantage of the large windows.

The FAA will open bids for the construction of a new tower at the Columbia Airport. This will be the fourt time that bids have been received. The proposed tower will include space for radar approach control. We hope that the bid will be awarded this time so that this much needed facility can be built.

CIVIL AIR PATROL ENCAMPMENT

The first Civil Air Patrol Flying Encampment ever held in South Carolina was completed at Chester, S. C., on August 13, 1966, with forty cadets from fourteen states being awarded airplane or glider pilot licenses.

Twenty-four cadets took part in the powered flight course conducted by Aero Flight, Inc., Florence, South Carolina. The flight training was given in new Piper Cherokee 150's. Ray Clark, President of Aero Flight, said the students received about 38 to 41 hours of flying time each and praised the Cherokee for its part in accomplishing a difficult task. All Twenty-four cadets were soloed during the first five days of the encampment and completed their flying requirements in twenty flying days. Bermuda High Soaring of Chester, S. C., was responsible for finishing thirty-two cadets in the glider program. The first class of sixteen completed their training during the first two weeks and the final sixteen were presented their licenses at the final graduation exercise.

Colonel Samuel (Hal) DuPont, Vice Chairman of CAP's national board, was guest speaker at the graduation banquet. He praised the cadets for their excellent performances during the encampment and said they should strive to excel in everything they undertake in life. He noted there was 100 percent graduation at the Chester encampment. Each of the power students received the Piper Pilot bronze plaque engraved with his name and date of graduation. Mr. Warren Gwinn acted as chief instructor for the power students. He was assisted by seven other instructors.

FEDERAL AVIATION AGENCY
VFR EXAM-O-GRAM

GETTING CAUGHT ON TOP OF AN OVERCAST

1. DO YOU HAVE ALL OF THE FOLLOWING REQUISITES FOR INSTRUMENT FLIGHT? (1) An Instrument Rating, (2) an aircraft fully equipped for instrument flight, and (3) recent instrument experience. If not, you should heed the following bit of advice concerning flight over an extensive overcast cloud condition -- DON'T!

2. SHOULD YOU AVOID FLYING VFR OVER CLOUDS ENTIRELY? No. Many times it is both practical and desirable to select a cross-country cruising altitude above a scattered cloud condition to take advantage of smoother air, improved visibility, more favorable winds, or provide for more terrain and obstacle clearance, provided (1) you have legal cloud separation for climb, cruise, and destination descent, (2) weather conditions are stable or improving, and (3) you stay alert and take immediate action if the clouds beneath you increase and the "sucker holes" start to shrink. Don't wait too long to descend or make a 180° turn (one of aviation's oldest safety devices) if the situation warrants it.

3. WHAT OTHER PRECAUTIONS SHOULD YOU TAKE TO AVOID AN "ON-TOP-OF-AN OVERCAST" TRAP? (1) Prior to your cross-country flight, visit or telephone the local Weather Bureau Airport Station or your nearest FAA Flight Service Station or other flight service facility for a thorough weather briefing. Select an altitude that will be compatible with terrain and cloud separation requirements. (2) Use reasonable restraint in exercising the prerogative of VFR flight when conditions are close to minimums. Remember that, with the right conditions, a low overcast can form under you in a matter of minutes. Consider the weather, the terrain you are flying over, and allow yourself a margin of safety commensurate with your experience level. (3) When you file your VFR flight plan with an FSS, request Flight Following Service in order to take advantage of special weather briefings from your en route designated Flight Watch Station(s). Also, monitor appropriate frequencies for scheduled weather broadcasts at 15 and 45 minutes past each hour.

4. WHAT SHOULD YOU DO IF YOU SHOULD GET CAUGHT ABOVE AN OVERCAST? You are admittedly "in a jam." Loss of orientation, a very probable sequel to loss of ground references, will further complicate your problem. However, you can improve your chances of avoiding disaster by following a few logical procedures. (See Airman's Information Manual - "Emergency Procedures".) For example, you should (1) establish communications with an FSS or other ground stations and confess your predicament. The personnel in these stations are well trained in assisting airmen in distress; give them a chance to help you before it's too late. If necessary, they can alert available VHF Direction Finding and Radar Stations (including military stations) to stand by for possible assistance. (2) If you have trouble establishing contact with a ground station, climbing will increase the range of your VHF radio equipment and improve the chances of ground radar detection. (3) Conserve your fuel by using an economical or maximum endurance power setting. (4) If you really need help, comply with instructions received from your ground station.

5. Prevention is a much better approach to this problem than the cure. If you are a VFR pilot, AVOID GETTING CAUGHT ON TOP OF AN OVERCAST!

Prepared by FAA Flight Standards Service
Operations Airman Examination Section
5300 South Portland Avenue
Oklahoma City, Oklahoma 73119

Exam-O-Grams available free of charge from this office.

*Exam-O-Grams are non-directive in nature and are issued solely as an information service to individuals interested in Airman Written Examinations.

FEDERAL AVIATION AGENCY
INSTRUMENT PILOT EXAM-O-GRAM* No. 9

IMPORTANT AERONAUTICAL KNOWLEDGE AREAS COMMONLY MISUNDERSTOOD

Studies of Instrument Pilot Written Examination results show that applicants have considerable difficulty in certain critical areas of aeronautical knowledge. Concentrated study in these areas will promote safety and competency, and will aid greatly in preparing for the written examination.

The following list identifies these problem areas and indicates appropriate references. For a complete study outline, applicants should refer to the Instrument Pilot Examination Guide.

Rules and Procedures Governing Instrument Flight.

IFR flight plans - when and where required. (FAR Part 91.115; also FIM.)
Alternate airport weather minimums. (FAR Part 91.83b.)

Interpretation of Flight and Navigational Instruments.

Effect of pressure and/or temperature changes on altimeters. (All Weather Flight Manual, 3-8 through 3-12.)
Relation of angle of bank and TAS to rate of turn. (All Weather Flight Manual, 6-11 and 6-12.)
Interpretation of Turn and Bank Indicators. (All Weather Flight Manual, 3-17.)
Deflection of the Course Deviation Indicator in relation to course width. (All Weather Flight Manual, 19-6 and 19-11.)

Flight Planning.

Directory of Airports - reading and interpreting.
Airman's Guide - information available and how to use it.
Flight Information Manual - general content.

Note: - Material contained in the Airman's Guide (AG), and in the Flight Information Manual (FIM), will be consolidated in the new Airman's Information Manual.

Directional reporting points. (Enroute Low Altitude Chart legend.)
Instrument Approach Procedure Charts. (Advisory Circulars AC-90-1, and AC-00-13.

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*Exam-O-Grams are non-directive in nature and are issued solely as an information service to individuals interested in Airman Written Examinations.

Flight Planning (continued)

General weather conditions associated with fronts. (Pilot's Weather Handbook.)
Effect of surface friction on wind. (All Weather Flight Manual, 26-6.)
Indications of frontal passage. (Pilot's Weather Handbook.)
Weather Maps, Reports, and Forecasts - reading and interpreting. (Pilot's Weather Handbook.)

Flight Logs

Determining wind direction and velocity in flight. (Appropriate computer manual.)

Operational Procedures and Techniques for Instrument Flight.

Removal of identification feature from ranges and ILS localizers. (FIM, "Warning of Maintenance".)
Positive identification of ranges. (FIM, "Identifying Omni Ranges".)
Converting relative bearings to magnetic bearings. (All Weather Flight Manual, 18-20.)
Interpretation of localizer instrument indications during ILS approach. (Instrument Pilot Exam-O-Gram No. 7.)
Holding. (FIM)
VFR Conditions On Top. (Instrument Pilot Exam-O-Gram No. 6.)
Radio Failure. (FIM)
Frequency utilization. (FIM)
Procedures and phraseology for ATC communications. (FIM)
Standard Instrument Departures. (FIM)
Surveillance Radar Approaches. (AG, "Radar Available-How and Where".)

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REFERENCES

Instrument Pilot Examination Guide	$ .30
Flight Information Manual - (copy and amendments)	$ 2.50
Airman's Guide, and Directory of Airports Supplement. Annual Subscription	$ 7.00
(Single copies available-cost varies)	
All Weather Flight Manual USN/FAA	$ 3.50
Pilot's Weather Handbook	$ 1.50
Federal Aviation Regulations, Part 91	$ .30

(Above items for sale by Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402)

Advisory Circulars - AC-90-1, and AC-00-13 - (Available free from the Federal Aviation Agency, Washington, D. C. 20553, Attn: HQ-620.)

Instrument Pilot Exam-O-Grams Nos. 6 and 7 - (Available free from the office and address listed below.)

Prepared by FAA Flight Standards Service
Operations Airman Examination Section
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Oklahoma City, Oklahoma 73119

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FAA NOTES

FLIGHT INSTRUCTOR RECORDS. It has come to the attention of this office through surveillance and accident investigation that many flight instructors are not keeping the records as required by Federal Aviation Regulation 61.174.

This regulation has been in effect since September 1, 1957 (formerly included in Part 20 of the CAR) and requires that the record be kept for at least three years.

It may be in a log book or may be a separate record, including the following:

(1) Name of person, date, and type of instruction or endorsement for each period of instruction and each endorsement on a student pilot certificate.

(2) Name of person, date and kind of test for each recommendation he signs for a written or practical test under FAR 61.

In addition, he must sign each person's log book for each period of flight instruction he gives that person.

This regulation is for your protection and is the only way you can substantiate your activity under FAR 61.

GOLD SEAL FLIGHT INSTRUCTOR CERTIFICATES. The FAA is now issuing gold seal certificates at the time of reissuance to flight instructors meeting certain requirements. For complete details, contact the General Aviation District Office.

NEW INSPECTOR. Richard H. Wilcox, General Aviation Operations Inspector, has been with the Columbia General Aviation District Office since July 5. Dick is an ex-Air Force pilot, with 13 years active duty, and prior to joining FAA was a flight instructor with Graham Aviation, Marianna, Florida. Before transferring to Columbia he was for 6 years with FAA Flight Inspection. We extend a hearty welcome to Dick and hope his stay in South Carolina will be a pleasant one.

NEW OFFICE. The FAA General Aviation District Office will move to new offices in September. The new office building will be located between the H & H Hangar at the Columbia Metropolitan Airport and the terminal building. This new building will also contain the Weather Bureau Offices.

MYRTLE BEACH VOR

The new Omni station at the Myrtle Beach Airport at Crescent Beach was commissioned on August 18th. The station frequency is 117.6 MC; the code identifier is CRE and the voice identifier is Myrtle Beach VOR. The tacan in portion will be commissioned in about two weeks. The old Myrtle Beach VOR 116.0 was decommissioned the same day. The FAA Flight Service facility located in the Inland Airlines building will continue to transmit and receive on 123.6mc and operates from 0800 to 2000 hours each day. The Florence Flight Service Station will operate the voice on the Myrtle Beach VOR.

The VOR approach for Myrtle Beach Airport has not been published yet. It has been flight checked and should be out very soon.

WASHINGTON NATIONAL AIRPORT

The Federal Aviation Agency's Bureau of National Capital Airports has proposed a regulation that would limit general aviation (non-airline) operations to twenty per hour at Washington National Airport. The limitation, issued in the form of a Notice of Proposed Rule Making, is a companion proposal to one issued on July 27 limiting flights of scheduled airlines at the airport to 40 per hour.

Both proposals are designed to reduce the severe congestion which has developed at the 680-acre downtown Washington, D. C. airport.

The 40-20 formula for limiting flights is based upon the historical (73-27 per cent) ration of airline to non-airline flight operations at National and on the optimum traffic flow (60 operations per hour) which normally can be handled during instrument flight rule (IFR) weather conditions.

Under the proposed rule, general aviation operators' 20 flight-per-hour allotment could be increased during hours when the airline allotment is not fully used. As an example, if only 30 airline flights were scheduled, 30 general aviation operations would then be permitted.

The limitations provided by the proposed rule will be reviewed every 60 days by FAA to make certain that they provide the most reasonable utilization of the airport.

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NOTAMS

Work on the Clarendon County Airport at Manning was completed this month and the field is officially opened. The 3600' runway is paved and lighted and also has a paved ramp area.

Construction is underway at Camden, Orangeburg and Sumter Airports. These three runways are being lengthened to accommodate business jets which are now being used by industry in this area.

Bids were opened Wednesday, August 17, 1966, for the resurfacing of runways at Walterboro, Chester, Georgetown, Florence, Anderson and Darlington.

AIRPORT DEVELOPMENT

There are a total of twenty-eight airports in the State under development by the Aeronautics Commission. These include new airports, lengthening of runways, paving, lighting, etc. This program is highly geared to the industrial expansion of the State. In the next issue we will detail these improvements.