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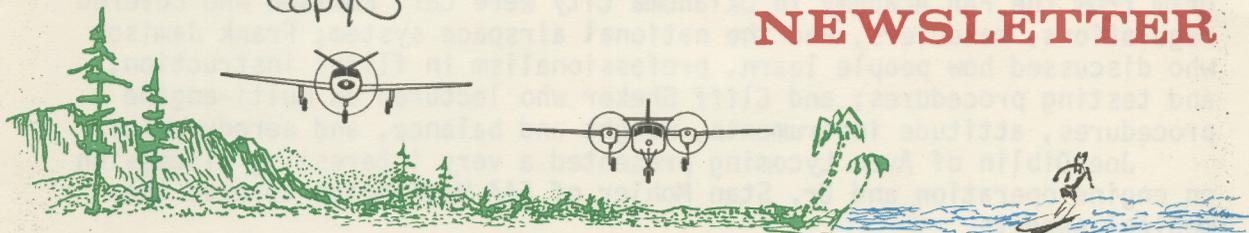
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AVIATION

NEWSLETTER



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PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

G. C. MERCHANT, JR., DIRECTOR

J. F. BARRY, ASSISTANT DIRECTOR

No. 11

November, 1971

Vol. 22

FLIGHT INSTRUCTOR REVALIDATION COURSE



One hundred and two Flight Instructors received completion certificates at the annual Revalidation Course which was held at Midland Technical Education Center in Columbia. The course was sponsored by the AOPA and the South Carolina Aeronautics Commission. This year's program was held on October 12-14.

Thanks to the hard work of James E. Stargel and Mrs. Alma Durham of the AOPA Air Safety Foundation, this was the smoothest operation we have had to date.

The instruction was excellent and the subjects covered were well chosen for a Flight Instructor Revalidation Course. Featured on the program from the FAA Academy in Oklahoma City were Carl Edmison who covered regulations, maneuvers, and the national airspace system; Frank Jamison who discussed how people learn, professionalism in flight instruction, and testing procedures; and Cliff Sheker who lectured on multi-engine procedures, attitude instruments, weight and balance, and aerodynamics.

Joe Diblin of Avco Lycoming presented a very interesting discussion on engine operation and Dr. Stan Mohler of FAA Washington covered the medical aspects.

On Thursday, Frank Kelley, Accident Prevention Specialist for South Carolina discussed the FAA's Accident Prevention Program and the responsibilities of flight instructors. John Cureton, Chief of the Columbia GADO and Frank Kelley were on hand for the awarding of certificates.

Flight instructors attending the course included 51 from South Carolina, 27 from North Carolina, and 2 from Puerto Rico. Other states represented were Georgia, Florida, Maryland, Louisiana, and New Jersey.

Next year's program, which will be for instrument instructors, will be conducted at the Ramada Inn on I-26 in West Columbia, South Carolina. This is scheduled for October 17, 18, and 19, 1972. It is necessary to move from Midland Tec due to the increase in enrollment.

GOVERNMENT PUBLICATIONS

Government publications (such as Federal Aviation Regulations and Advisory Circulars) purchased through the Superintendent of Documents in Washington, D.C., may now also be ordered (or purchased over the counter) at four new Government Printing Office bookstores in Colorado, Georgia, New York, and Texas. Ordering nearer to home may mean a saving of two or three weeks in delivery. Address GPO Bookstore, at any of the following:

Room 1421, Federal Building
1961 Stout Street
Denver, Colo. 80202

Room 100, Federal Building
275 Peachtree Street, N.E.
Atlanta, Georgia 30303

Room 110
26 Federal Plaza
New York, N.Y. 10007

Room 1C46, Federal Building
1100 Commerce Street
Dallas, Texas 75202

"BEVO" HOWARD

Beverly "Bevo" Howard, Dean of South Carolina Aviation and International Aerobatic Champion was killed Sunday, October 17, at Greenville, North Carolina. Bevo, who was participating in an air show to raise funds for needy boys, hit a tree while turning to begin his inverted ribbon pick up. He was flying his Buecker Jungmeister at the time.

He began flying at the age of 15 and at 21 was flying for Eastern Airlines. He became owner of Hawthorne Aviation at the age of 24 and developed it into one of the country's

leading aviation firms. During World War II, Hawthorne trained 6,000 pilots at Orangeburg including 2,000 cadets for the French Air Force. Hawthorne has continued to be active in military aviation training and maintenance programs. Bevo is best known to pilots in the state for his precision flying and the fine fixed base operation at Charleston; however, he was also one of the state's leading businessmen. His interest include a automobile dealership, mobile home parks, and a shopping center in Atlanta. He was also a trustee for the College of Charleston and served on the Board of the C & S Bank of South Carolina. His death was a great loss to aviation and to South Carolina.



SAFETY MEETINGS PLANNED

On November 4, Waymon Lanford, owner of Lanford Flying Service, and Clyde Knipfer of Insurance Company of North America will sponsor a safety meeting at Greenwood. The program will begin at 7 p.m. and will be held in the Hospitality Room of the Bankers Trust Building. Speakers will be Frank Kelley, Accident Prevention Specialist; Charles Wentworth of the Anderson Flight Service Station; and Jack Barry of the South Carolina Aeronautics Commission.

On November 18, Frank Kelley and Jack Barry will meet with the Charleston pilots at the Dobb's House Resturant at the terminal building.

Pilot groups wishing to schedule safety programs in their area should call Frank Kelley at the Columbia GADO or Jack Barry at the South Carolina Aeronautics Commission.

ACCURACY LANDING CONTEST

As a part of the Accident Prevention Program for South Carolina, the FAA General Aviation District Office and the South Carolina Aeronautics Commission have planned a state-wide Accuracy Landing Contest. This contest will be held on the weekend of November 20-21. The semi-finals are scheduled at five locations in the state on November 20 at 2 p.m. The winners will then compete at the Breakfast Club Meeting in Camden on November 21. The regional contests are scheduled on Saturday at Anderson, Spartanburg, Camden, Florence, and Walterboro.

Judges will be as follows:

Anderson	Ben Johnson
	Waymon Lanford
	Wade Griffis
Spartanburg	Buck Moss
	Ruby Guinn
	Jean Brannon
Camden	Gil Woolard
	Don Lange
	Jack Barry
Florence	Bob Godwin
	Fred Saverance
	Rudy Branhan
Walterboro	Dick Cline
	George Welch
	Bill Dempsey

Anyone holding a pilots rating and a current medical certificate may enter the contest. This includes student pilots. Pilots desiring to enter should call the Flight Service Station at one of the following locations: Anderson, Charleston or Florence or Spartanburg Tower and give them his name and aircraft number.

The rules for the contest have been developed by Frank Kelley and John Cureton and are as follows:

1. Engine must be throttled to idle opposite point (180°) of intended touch down. Clearing of engine will be allowed at pilot's discretion, however, clearing after completion of final turn will be downgraded. Maximum altitude at throttle closing 1000 feet AGL.
2. Use of flaps and slips will be at the discretion of the pilot.
3. Each contestant will be allowed two landings. All landings will be full stop landings and taxi back to departure end of runway for takeoff. Landings will be made to a 200 ft. area, which will be outlined on the active runway.
4. Landing must be stall type landings (no wheel landings in tail-

wheel type airplanes or three-point landings in tri-gear airplanes).

5. ANY OPERATION CONSIDERED RECKLESS OR UNSAFE TO THE JUDGES WILL BE DISQUALIFYING.

Trophies for the five regional winners and also the state championship award will be donated by Stuart C. Hope of the Hope Insurance Agency, Columbia, South Carolina.

A great many of our accidents occur during the landing phase of flight, and we feel that a contest of this type will help re-emphasize the correct landing techniques and hope that many pilots will enter the contest. Anyone having additional questions should contact one of the judges or Frank Kelley at the Columbia GADO.

FAA MAY ALTER SPECIAL VFR RULE

FAA has proposed a change in the regulations governing Special VFR (visual flight rules) operations by fixed-wing aircraft in airport control zones that would restrict these operations to daylight hours unless the pilot is instrument qualified and his aircraft equipped for instrument flight.

Special VFR operations include takeoffs and landings conducted under less than basic VFR weather minimums for control zones (at least three-mile visibility and 1,000-foot ceiling). Minimums for Special VFR are one-mile visibility and clear of clouds.

Under present rules Special VFR is permitted in all control zones except at 33 major hubs where it was discontinued because of heavy traffic. FAA noted in the proposal that most Special VFR accidents have happened at night with non-instrument rated pilots.

Comments on the proposal (#71-23, Docket #11348) should be sent to FAA, GC-24, 800 Independence Avenue, S.W., Washington, D.C. 20591 by November 26, 1971.

IDENTIFICATION AND ACTIVITY REPORT

The FAA has not received the "Aircraft Registration Eligibility, Identification and Activity Report," AC Form 8050-73, from 78 registered aircraft owners within the State of South Carolina. There are 86 aircraft involved and a separate report should be properly executed for each, even if the aircraft has been sold or destroyed.

The GADO in Columbia is attempting to expedite the registered aircraft owner's compliance with this regulation.

We feel it would be of interest to know that at least one South Carolina aircraft owner has had his Certificate of Registration revoked because he did not complete this report.

WINTER REMINDER

We are again at that period of the year when cold weather becomes a key factor in creating problems which are avoidable with a little preventive maintenance.

Each winter a number of aircraft receive substantial damage from water that accumulated and froze in confined areas of the airframe. The water accumulated because drain holes were clogged and the water could not escape. Ironically, the source of such water has frequently been the wash rack where the conscientious owner and/or operator had the aircraft cleaned for safety reasons. In other cases, the source of the water was rain and/or snow while the aircraft was tied down outside during an extended period of time.

Irrespective of the source of water, the problem or condition usually developed needlessly because the drain holes were neglected by someone. Drain holes are cheap to make and cheap to maintain, but very costly to neglect, especially during the months of freezing weather.

AIRPORT CLASSIFICATIONS

FAA has issued an advisory circular explaining the new national airport classification system. The new classifications are expected to aid airport planners in translating aeronautical demand into airport development requirements.

In the future airports will be classed by present and projected levels of public service (enplaning of passengers) as Primary, Secondary, or Feeder airports, with each category divided into groups of high, medium or low aeronautical density (aircraft operations). Airports were previously classed simply as air carrier or general aviation.

Copies of the Advisory Circular AC 150/5090-2 may be obtained free from the DOT/FAA Distribution Unit, TAD-484.3, Washington, D.C. 20591.

APPLICATIONS FOR AIRPORT FUNDS

General aviation airports are again scheduled to receive \$30 million in Airport Development Aid Program (ADAP) funds during the Fiscal Year 1972, which ends June 30, 1972. Requests for funds are being accepted for the current year, and applications submitted last year but not approved will automatically be considered. Sponsors should provide any new information which is pertinent.

COLUMBIA APPROACH CONTROL

The Columbia Approach Control is now operating on a test basis. Dub Aaron, Tower Chief says that the new system will be commissioned operationally around December 15.

BREAKFAST CLUB NEWS

Did somebody say that the autumn months provided the best flying months for South Carolina? Three out of the past four meetings have suffered from lack of attendance because of IFR conditions over the state.

On October 10, 25 members resorted to ground transportation in order to make the Isle of Palms meeting. Breakfast was served at the Citadel Beach Club.

A similar situation existed at Orangeburg on October 24, but four pilots were able to fly in. A total of 39 met at Berrys on the Hill for breakfast. Cecil Hadwin, operator of Orangeburg Air Service presided in President Kirkwood's absence and the election of officers was postponed until the next meeting which is scheduled for Bennettsville on November 7. The city of Bennettsville will host this meeting and there will be no charge for breakfast. The free breakfast in addition to the election of officers should result in one of our largest meetings of the year so plan now to attend this one.

On November 21 the Breakfast Club will meet at Camden. This meeting will feature the championship in our Accuracy Landing Contest. Would you believe the weather will be good in November?

On December 5, Mr. Bumgartner has invited the Breakfast Club to meet at his new operation at Newberry and on December 19, we will meet at the Georgetown County Airport. No firm meeting places have been set for January.

Word comes from Bob Bryant that Homer Collum continues to improve after suffering serious burns at his home in Florida. Homer's address is Route 3, Box 855, Leesburg, Florida 32748. He would enjoy hearing from his many friends in the Breakfast Club.

S. C. AGRICULTURAL AVIATION ASSOCIATION

Budd C. Darling, who has served as the President of the South Carolina Agricultural Aviation Association, has recently moved to Florida for business reasons. Budd has done an outstanding job as President of the Association and under his leadership, it has become a very active group. We certainly appreciate all the diligent work that Budd has put in during the past year and wish him the best of luck in his new venture.

Lou A. Heinemann of Allendale will assume the duties of President of the Association. Lou has been serving as Vice President. Other officers are James C. Price, Second Vice President and Woody McKay, Secretary-Treasurer. The members of the Board of Directors are William J. McKenna, Elliott H. Lynam, George A. Gedra, and John F. Barry.

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ANNUAL MECHANIC AWARDS PROGRAM

The Annual Aviation Mechanic Safety Awards Program is held every year to recognize the many developments, hints, and kinks made by aviation mechanics who help keep our aviation industry safe and efficient.

Winners are selected on the basis of their ideas or developments in one of three categories. The first is for the suggestion of a design or improvement to an aircraft or powerplant, or any of its components that led to or resulted in increased reliability and/or safety in aviation. The second category is for the suggestion or development of a maintenance and/or inspection procedure that contributed significantly to safety in aviation. The third category applies to the aviation mechanic who has consistently demonstrated a high level of professionalism in his performance as an aviation mechanic.

For full details obtain a copy of the FAA Advisory Circular No. 60-2H available at your local FAA, Flight Standards Office or request a copy from the Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20590, Attention: FS-300.

Fifty awards are made on a state level, one in each state for the general aviation winner.

Nominations should be sent to General Aviation District Office, Columbia Metropolitan Airport - Box 200, West Columbia, South Carolina 29169, and postmarked no later than December 31, 1971.