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SOUTH CAROLINA

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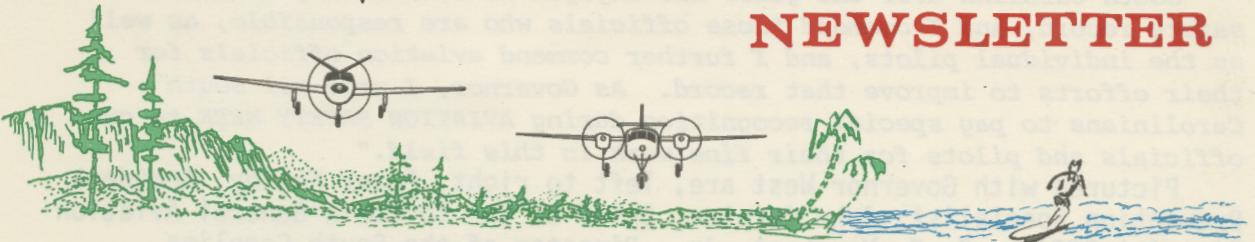


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AVIATION

NEWSLETTER



PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

G. C. MERCHANT, JR., DIRECTOR

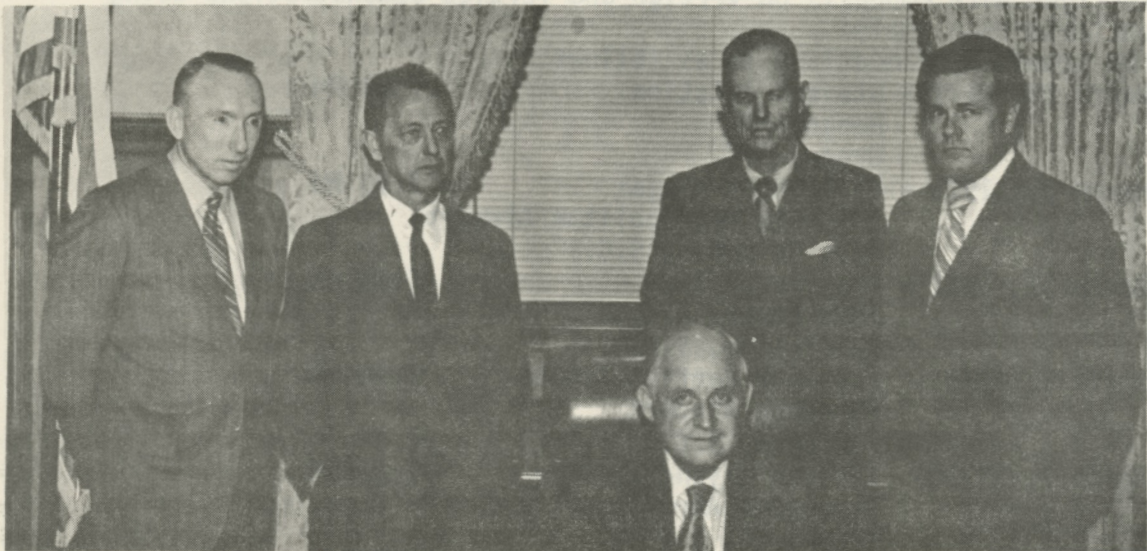
J. F. BARRY, ASSISTANT DIRECTOR

No. 3

March, 1971

Vol. 22

AVIATION SAFETY WEEK



On Monday, March 1, Governor John C. West issued the following statement concerning Aviation Safety Week in South Carolina:

"The South Carolina Aeronautics Commission and the General Aviation District Office of the Federal Aviation Administration are observing the

week of March 29 - April 3, 1971, as Aviation Safety Week.

These two agencies, in conjunction with local operators, are sponsoring a series of six Aviation Safety Seminars during that week, designed to bring increased safety to the airways of our state and the nation.

South Carolina over the years has enjoyed an outstanding aviation safety record, and I commend those officials who are responsible, as well as the individual pilots, and I further commend aviation officials for their efforts to improve that record. As Governor, I urge all South Carolinians to pay special recognition during AVIATION SAFETY WEEK to our officials and pilots for their fine work in this field."

Pictured with Governor West are, left to right, Frank Kelley, Accident Prevention Specialist; John Cureton, Chief of the Columbia General Aviation District Office; G. C. Merchant, Jr., Director of the South Carolina Aeronautics Commission; and Jack Barker of the Federal Aviation Administration Regional Office in Atlanta.

Pilots seminars are scheduled throughout the state during Aviation Safety Week. These seminars on the physiological aspects of flying will be conducted by Josh Mann, Aeromedical Education Branch, Federal Aviation Administration and Dr. Raymond B. Mabrey, FAA Southern Regional Aviation Medical Division. The topics to be covered are hypoxia, hyperventilation, and vertigo; with emphasis on vertigo and vertigo demonstrations using the portable spin chair.

The schedule of meetings is as follows:

March 29, 1971 - Stevens Aviation Hangar #2 Greer, S.C.	7:30 PM
March 30, 1971 - Eagle East Hangar Columbia Metropolitan Airport West Columbia, S.C.	7:30 PM
March 31, 1971 - Charleston TEC 7000 Rivers Avenue Charleston, S.C.	7:30 PM
April 1, 1971 - Florence Baptist Temple Florence Airport Florence, S.C.	7:30 PM
April 2, 1971 - Lanford Flying Service Greenwood Airport Greenwood, S.C.	7:30 PM
April 3, 1971 - Kershaw Vocational Center Camden, S.C.	12:00 AM

To be a safer and better informed pilot, plan on attending the meeting nearest you and bring a friend with you.

BREAKFAST CLUB NEWS

On February 14, the Breakfast Club met at Hartsville and were guests of Explorer Post 534, which is an aviation specialist troop. Attendance was light for this meeting due to the extreme cold and we will meet at Hartsville again on May 23. On March 14, the Breakfast Club will meet at Cox's Airport in Kingstree. This airport is located on the Lake City-Kingstree highway and is a 4700 ft. long sod strip. On March 28, the Breakfast Club will be guest of the Santee Portland Cement Company at Long Brow Plantation. This is a private strip owned by the cement company and pilots will be using these facilities at their own risk. The owners of the Long Brow Plantation air strip will not be liable for any accidents. The Long Brow Plantation is located as follows: Charleston VOR, 245 degrees, 40 statute miles; Vance VOR, 192 degrees, 60 statute miles; Allendale VOR, 127 degrees, 47 statute miles; Savannah VOR, 41 degrees, 42 statute miles.

Long Brow will have a unicom standing by on 122.8. The airstrip is located due south of Walterboro airport, 22 statute miles. A good landmark is the U.S. highway 17 bridge crossing the Combahee River, turn and go 3 miles southeast of the bridge. You will be directly over the airstrip.

The condition of Long Brow's airstrip is a firm, smooth, sod runway, 2,850 feet long, running north 30 degrees by wouth 210 degrees. Trees and chuckhouse on north end. Unlimited approach from south over Combahee River. Watch for ducks in flight over rice fields on final approach.

Mr. Larry Miller of the Santee Portland Cement Company is planning to serve fried chicken, grits, gravy, sliced tomatoes, homemade biscuits, fig preserves, coffee, milk, and tomato juice for breakfast. They will begin serving breakfast as soon as enough people arrive so that they can handle whatever crowd comes. Their chuckhouse will seat about 70 people at one time. Therefore, by serving early, they should be able to handle up to 140 people.

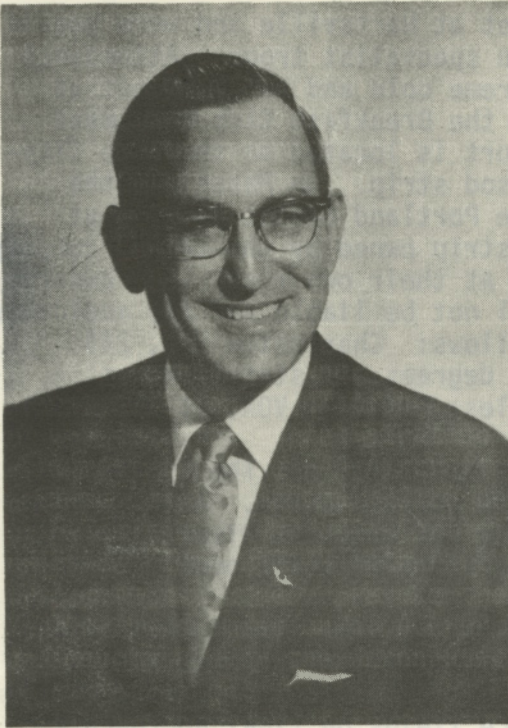
On April 11 the meeting is tentatively scheduled for Rock Hill to coincide with Rock Hill's Come-See-Me Week, and on April 25, we will meet at Barnwell. The first meeting in May will be at Camden.

AVIATION SEMINARS

The Fifth Annual Tennessee Mid-South General Aviation Maintenance Seminar will be held on March 23, 24, and 25, 1971. This is sponsored by the Tennessee Aeronautics Commission and the FAA and will be held at the Tennessee Aeronautics Commission hangar at Nashville, Tennessee.

The Georgia Department of Industry and Trade will present a Flight Instructor Revalidation Clinic on April 13, 14, and 15 at Atlanta, Ga.

NEW PRESIDENT OF HAWTHORNE



VERNON B. STRICKLAND

Vernon B. Strickland was elected to the office of President of Hawthorne Aviation, Charleston, South Carolina during the annual Board of Directors meeting held January 28. Edward L. Goodwin was elected to the office of Vice President - Development. Beverly E. Howard, who has been President of the Company, assumed the position as Chairman of the Board.

Strickland is a native of Charleston and was graduated from Charleston High School in 1942. He joined Hawthorne that same year and has been continuously with the company since that time, except for his World War II service in naval aviation and a short leave of absence to fly professionally for a corporate aircraft owner. He is a commercial pilot with approximately 7000 hours of flight experience and has held a number of key positions in the Hawthorne organization including Sales Manager, General Manager, and Executive Vice President. He is also

President of Hawthorne Ford of Summerville, South Carolina, and DeHart Motor Lines of Hickory, North Carolina, and a Director of Creditors Mercantile, Inc., Atlanta, Georgia, all of which are wholly owned subsidiaries of Hawthorne Aviation. He is a member of a number of aviation organizations and is a Deacon in the Yeamans Park Presbyterian Church. He is married to the former Ann Way of Dorchester, South Carolina, and they have two children and reside in Wespanee.

Goodwin heads Hawthorne's development program and has been with the company since February 1, 1969. Since becoming associated with Hawthorne, the company has made two major acquisitions chiefly through his efforts. He is a member of the Board and Vice President of DeHart Motor Lines and Creditors Mercantile, Inc. He is a native of Tuscumbia, Alabama and a 1960 graduate of the University of Alabama. He is married to the former Glo Booth of Mobile, Alabama, and they have one child and reside at 101 King Street.

The announcement of these two promotions was made by Beverly Howard who stated that, "Strickland is an outstanding leader and manager, and

the company should continue strong and enjoy an excellent growth under his guidance." Howard also said that assuming the position as Chairman would give him more time to better represent general aviation in its fight to retain the right to use the Charleston Municipal Airport.

Hawthorne is a diversified company with activities and operations in five southeastern states which include general aviation, contract aviation maintenance and flight training, commercial real estate, automobile dealership, and interstate truck lines, mobile home parks, and a billing, collection and mailing service.

DON'T LOSE YOUR "N" NUMBER

Each aircraft owner of record as of 1 January is required by Federal Aviation Regulation 47.44 to complete Part 1 of AC Form 8050-73 for verification of registration eligibility. The completed form must be submitted to the FAA Aircraft Registry, Post Office Box 26045, Oklahoma City, Oklahoma 73126 before the date specified in FAR 47.44.

When the holder of a Certificate of Aircraft Registration fails to submit AC Form 8050-73 with Part 1 completed as required, the Administration may suspend or revoke the Certificate in accordance with FAR 47.44. The submission of AC Form 8050-73 after an order of revocation has been issued by the Aeronautical Center does not satisfy requirements for registration.

After an order of revocation is issued, the owner must comply with FAR 47.31 and 47.35 to register his aircraft. Accordingly, he must submit an Aircraft Registration Application, AC Form 8050-1; evidence of ownership, unless such evidence is already recorded at the FAA Aircraft Registry; and the registration fee required by FAR 47.17.

Until 1 July 1972, the registration number that was assigned to an aircraft for which an order of revocation has been issued will be retained by the Aircraft Registry for reassignment to the aircraft. Accordingly, the applicant may show that number of his Aircraft Registration Application, AC Form 8050-1. However, beginning 1 July 1972, the registration number will be made available for assignment to any aircraft after the order of revocation is issued. This will require the owner to apply to the FAA Aircraft Registry for a number. If the previously assigned number is available, it will be reassigned unless the owner requests a special number and submits the fee required by FAR 47.17.

FERRY PERMITS

A special flight permit (ferry permit) must be obtained before an aircraft can legally be flown if it does not meet the applicable

airworthiness requirements. This could be when it has been damaged, when the annual or other required inspections are not current, when applicable mandatory service bulletins or airworthiness directives are not complied with, or otherwise does not meet the airworthiness requirements of the Federal Aviation Regulations.

A special flight permit may be obtained from the General Aviation District Office by mail, in person or by collect telegram, if necessary.

FAA PROPOSAL

A proposal by FAA, issued as Draft Release No. 70-41, would-if adopted-require any person who transports any person or product from which an ultimate profit or sale is realized to operate his aircraft under either the air taxi/commercial, or commercial operator-heavy aircraft, rules, or Parts 135 and 121 respectively of the Federal Aviation Regulations.

This proposal departs from the existing definition of aircraft used "for hire" from which a direct profit is made from paid transportation. Traditionally, the commercial operator is one whose air transportation is "held out to the public."

As issued, the regulation is so broad that it would cover any business aircraft flight whose ultimate objective is making a profit. Thus the company that flies customers to a manufacturing plant, for instance, would be subjected to the rule.

Operating to standards of Parts 135 and 121 would necessitate a company's adding personnel and equipment, and limitations would be placed upon their aviation operations. For example, there are stringent length-of-runway requirements far exceeding most aircraft handbook distances.

Most significant would be a requirement that the business aircraft operator who is covered by the regulation would have to prepare and obtain FAA approval of an "operating specification." This would include mandatory minimum equipment lists, airport approach and departure minima for all airports used, and a detailed continuous maintenance program.

Any deviation from approved specifications would have to be approved by an FAA inspector, thereby leaving interpretation of the regulation to each individual FAA field office.

FAA asked that comments on Draft Release No. 70-41 be sent to FAA, Office of the General Counsel, Attention: Rules Docket GC-24, 800 Independence Avenue SW, Washington, D.C. 20590.

POLLUTION

Today's jet planes produce about one-third as many pounds of pollutants per flight as the piston engine planes they replaced. Continuing research is resulting in even further reduction of jet engine air pollution.

PICKENS COUNTY AIRPORT

Pickens County Aeronautics Commission today announced figures on aviation activity during 1970. H. S. Lawrence, Chairman of the three-man commission stated, "We have already exceeded the predictions made by R. Dixon Speas Company, professional consultants who recently studied the air facilities of Greenville, Pickens and Spartanburg counties. We currently have 15 based aircraft at Pickens County Airport and one more is expected within a week. The Speas report predicted 9 aircraft in 1970 and 15 in 1975 so we are running about five years ahead of forecast." Lawrence continued, "We had 9,000 landings and take-offs during the past year which matches the Speas forecasted activity."

In addition to general use by individual pilots, the airport is being used by industry and government for a variety of reasons. Some of these users include Fiber Controls, Inc. of Gastonia, N.C., Easley Marble Co., Saco-Lowell, American Enka, Duke Power, Lucerne Products and several South Carolina State Departments.

Expansion of the airport has been in the planning stage since mid-1968. As stated in public notices published in October 1970, the commission intends to expand the 60 ft. x 3400 ft. runway to 100 ft. x 5000 ft. Also included would be an expansion of the aircraft parking apron, from 150 ft. x 300 ft. to 150 ft. x 750 ft. This is the second phase of airport development approved originally in the Airport Plan by Federal Aviation Agency. These expansions have been recommended by the R. Dixon Speas study as well as by Wilbur Smith and Associates who recently completed a study of air facilities for the South Carolina Aeronautics Commission.

American Enka Corporation, in considering Pickens County for the site of its two newest plants, was materially influenced by the proximity of the airport and the promise of officials to extend its length to 5000 feet. "We will use our new plant as a sales tool," said Mr. Tom Benning, Plant Manager, "We will fly in customers to the Pickens Airport when it is completed, take them to see our modern new plant, give them lunch, and then fly them back to New York - all in one day. Yes, the airport was a big factor in our deciding to locate in Pickens County. We hope that it can be enlarged at an early date."

The airport has been operated since opening by Mr. Wade Griffis under contract with Pickens County Aeronautics Commission. Mr. Griffis offers instruction, aircraft fuels and lubricants, aircraft storage, minor repairs, charter service and other minor services. "During the past year we have had 23 individuals receive their Private License, 2 received Commercial Licenses and 2 passed their Flight Instructor tests. Currently we have 20 students in training." Griffis stated, "We have seen a steady growth in business and we expect that there will be more operations each year."

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AERIAL APPLICATORS MEET

On February 19, a group of concerned pilots and aerial agricultural operators held a meeting at the South Carolina Aeronautics Commission Building in Columbia.

One of the major concerns of this group is the effect the current ecological uproar could have on the aerial application industry. It was the feeling of those present at the meeting that the Aerial Applicators Association be reorganized in order that they may be better informed on legislation and be in a position to voice their opinion as a group rather than as individuals.

Budd C. Darling of Bennettsville was elected President of the Association and has scheduled a meeting of all members, aerial applicators, and interested persons for Friday, March 5, at 10 a.m. The meeting will be held in the conference room at the South Carolina Aeronautics Commission building, Columbia Metropolitan Airport.

Items on the agenda for March 5 are (1) discussion and adoption of Articles of Incorporation of the South Carolina Aerial Applicators Association, (2) election of Vice President, Secretary, and Treasurer; (3) report from the National Aerial Applicators Association regarding insurance, (4) discussion period for suggestions to your new officers on projects you want action on, (5) discussion by a representative of the FAA on the duties of the new Accident Prevention Specialist, and how his duties affect aerial applicators.