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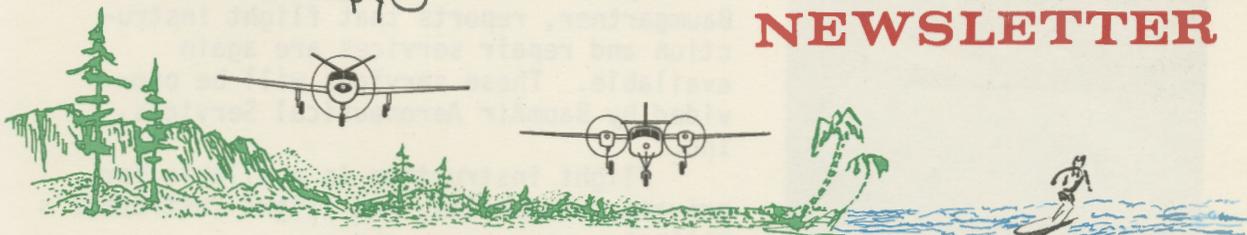
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AVIATION

NEWSLETTER



PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

G. C. MERCHANT, JR., DIRECTOR

J. F. BARRY, ASSISTANT DIRECTOR

No. 8

August, 1971

Vol. 22

MERCHANT IS HONORED



Jerry Merchant

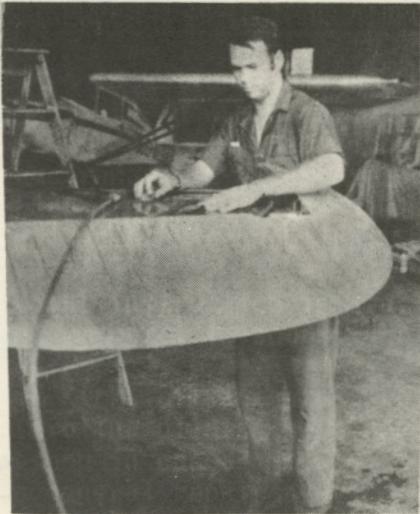
The Director of the South Carolina Aeronautics Commission was presented a meritorius safety award at the Southeastern Aviation Trades Association Convention held recently at Jekel Island, Georgia.

Gerald C. Merchant, Jr., going into his 16th year as Commission Director, received the award from the Air Safety Foundation of the Aircraft Owners and Pilots Association.

He is the only State Director ever given the award, which is presented only when deserved, rather than annually.

The plaque was for "outstanding contributions to aviation safety, contributions to the improvement of air safety in South Carolina, and for professional leadership in the aviation industry."

Merchant has been involved in aviation as a pilot for 33 years. He was an engineering test pilot and officer in World War II and a former president of the National Association of State Aviation Officials, which also gave him a meritorius service award.



Jim Kirk

NEWBERRY MUNICIPAL AIRPORT

There is action again at Newberry Municipal. The new manager, L. L. Baumgartner, reports that flight instruction and repair services are again available. These services will be provided by BaumAir Aeronautical Services, Inc.

Flight instruction is available for private, commercial, and flight instructor's ratings.

Jim Kirk, of Lancaster, well known by South Carolina pilots, has opened his repair shop in Hangar No. 1. He will provide general repair service now but expects to add specialized services as soon as possible. He will also be available for flight instruction. Mr.

Baumgartner will announce the Chief Flight Instructor as soon as FAA certification for a VA school is completed.

Jim received his advanced ratings at Coastal Air Services, and spent 12 months in Vietnam and Thailand as Avionics Repairman. Prior to military service, Jim was a member of the Lancaster Squadron of Civil Air Patrol and he hopes to activate a Newberry Squadron as early as possible.

Newberry Municipal has a 3500' hard surface, lighted runway on 4/22 and a 2400' grass strip.

FLIGHT TRAINING CLINIC

Here is an opportunity to spend an enjoyable weekend in the mountains of North Carolina while you are upgrading your pilot skills. The AOPA Air Safety Foundation and the Western N.C. Pilots Association are sponsoring a Flight Training Clinic at A & H Flying Service, Asheville Municipal Airport, August 13-15, 1971.

The following courses will be offered: Pinch-Hitter, 360⁰ Rating, Instrument Nav/Com, Instrument Pilot Preparatory, Instrument Pilot Refresher, and the Private and Instrument Written Courses.

For further information and registration contact Richard Busch, AOPA, 4650 East-West Highway, Washington, D.C., 20014, 301-654-0500, Ext. 235. A Pilot Safety Seminar will be held Thursday evening at 8:00 p.m.

T I P S FROM YOUR ACCIDENT PREVENTION SPECIALIST

THUNDERSTORMS

Many pilots have flown through "limited state" thunderstorms with little or no damage to the aircraft or passengers. They can only consider themselves extremely fortunate for any thunderstorm is an uncontrolled "heat engine" and may produce any or all of the most violent weather hazards, such as hail, ice and turbulence, a pilot will ever encounter.

We suggest that the pilot obtain a thorough weather briefing for the area involved and seriously consider the following in making a Go-No-Go decision.

- (1) Pilots, particularly those flying light aircraft, should avoid all thunderstorms.
- (2) Pilots should never venture closer than five miles to any visible stormcloud with overhanging areas because of the possibility of encountering hail.
- (3) Pilots should be extremely cautious in attempting flight beneath all thunderstorms, even when visibility is good, because of the destructive potential of sheer turbulence in these areas.
- (4) Pilots flying in the vicinity of thunderstorms should, at first sign of turbulence, reduce airspeed immediately to the manufacturer's recommended airspeed for turbulent air penetration for a specific gross weight.
- (5) Maintain a straight and level altitude on a heading that will take you through the storm area in the minimum time.
- (6) Do not let compulsion take the place of good judgment -- the first decision need not be your last if it is a 180° turn.

THE ONLY SAFE RULE FOR THUNDERSTORM FLYING IS TO STAY OUT OF THEM AND GIVE THEM A WIDE BERTH.

SAFETY IS ALWAYS PROFESSIONALISM.

TRAFFIC ADVISORY PRACTICES

There is no substitute for "alertness" or just plain "keeping your head on a swivel" while in the vicinity of an airport. Monitoring your radio will enhance safe operation into and out of nontower airports by making pilots aware of other traffic. At an airport with a functioning Flight Service Station, the following traffic advisory practices are recommended:

- (1) When inbound, contact the FSS on 123.6 MHz about 15 miles from the airport and tell them where you are, your altitude, and what you

(Continued on page 6)

MAINTENANCE SYMPOSIUM

The Federal Aviation Administration will convene its Seventh Annual International Aviation Maintenance Symposium at the Skirvin Hotel in Oklahoma City, Oklahoma, on December 7, 8, and 9, 1971. This is an open invitation to all persons interested in the maintenance of airframes, powerplants, avionics and systems. It is intended that persons interested in aviation maintenance may attend without a formal invitation. There is no attendee fee.

The theme of this year's event is SAFETY THRU EFFECTIVE MAINTENANCE and will reveal new maintenance developments within the entire aviation maintenance spectrum. This will include maintenance processes for airframes, systems, powerplants, accessories, devices, avionics/electronics and associated equipment. This year's symposium theme will attract diversified presentations of a practical nature to benefit both air carrier and general aviation interests.

For further details address all inquiries to: Department of Transportation, Federal Aviation Administration, Maintenance Division, FS-300, 800 Independence Avenue, S.W., Washington, D.C., 20590; (202) 426-8441.

NEW PROCEDURE

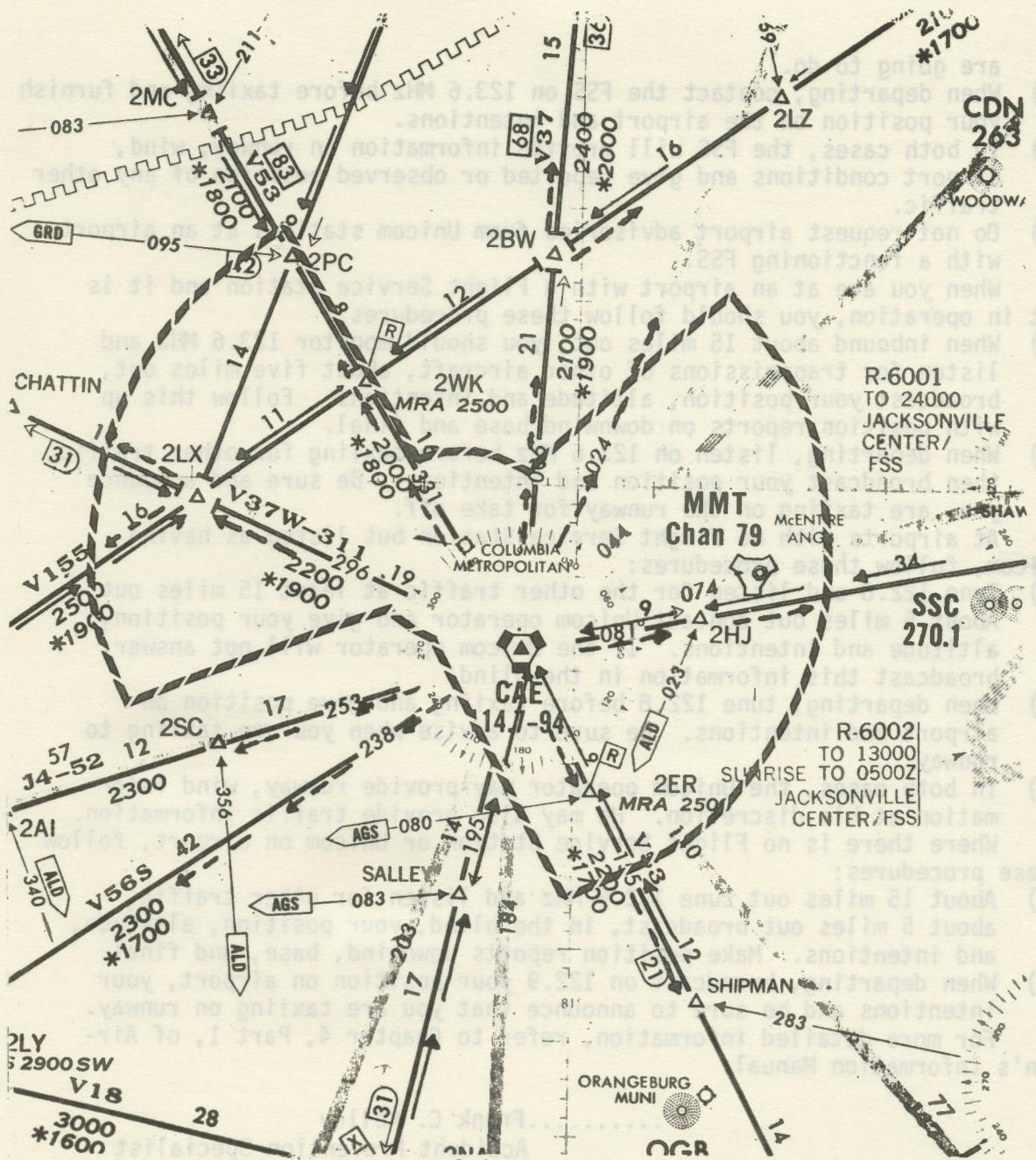
This Pilot Bulletin cancels the Pilot Bulletin dated 20 April 1971, and the procedures contained herein became effective 15 July 1971. We hope that a cooperative effort on the part of all pilots will help to improve the safety of the airport environment.

A recent near midair collision study indicates that the most hazardous mix of controlled and uncontrolled aircraft occurs in terminal areas. The greatest population of aircraft occurs within a radius of approximately 15 miles of the airport and at altitudes up to and including 4,000 feet.

The new procedure is intended to reduce, as much as possible, the exposure of turbojet aircraft to uncontrolled aircraft. To the extent possible, inbound IFR turbojet aircraft will be kept at 5,000 feet MSL or higher until he is within the final descent area and a normal rate of descent can be started which terminates in a landing. Departing IFR turbojet aircraft will normally climb as rapidly as possible to 6,000 feet MSL or above.

The chart on page 5 shows the area in which turbojet aircraft are most likely to be operating at 5,000 feet MSL or below.

We hope that pilot cooperation will help us, in some measure, segregate turbojet aircraft from the uncontrolled aircraft. If uncontrolled aircraft will avoid these areas as much as possible, midair exposure will be reduced. Reduction of exposure should improve safety, and improved safety is the primary concern of us all.



COLUMBIA TURBOJET DESCENT AREAS

-  Turbojet Final Descent Area (5,000 feet and below)
-  Departure Routes
-  Inbound Routes

are going to do.

- (2) When departing, contact the FSS on 123.6 MHz before taxiing and furnish your position on the airport and intentions.
- (3) In both cases, the FSS will provide information on runway, wind, airport conditions and give reported or observed position of any other traffic.
- (4) Do not request airport advisories from Unicom stations at an airport with a functioning FSS.

When you are at an airport with a Flight Service Station and it is not in operation, you should follow these procedures:

- (1) When inbound about 15 miles out, you should monitor 123.6 MHz and listen for transmissions of other aircraft, about five miles out, broadcast your position, altitude and intentions. Follow this up with position reports on downwind base and final.
- (2) When departing, listen on 123.6 MHz before taxiing for other traffic, then broadcast your position and intentions. Be sure and announce you are taxiing on the runway for take off.

At airports with no Flight Service Station but listed as having Unicom, follow these procedures:

- (1) Tune 122.8 and listen for the other traffic at least 15 miles out. About 5 miles out contact Unicom operator and give your position, altitude and intentions. If the Unicom operator will not answer, broadcast this information in the blind.
- (2) When departing, tune 122.8 before taxiing and give position on airport and intentions. Be sure to advise when you are taxiing to runway.
- (3) In both cases, the Unicom operator may provide runway, wind information at his discretion. He may also provide traffic information. Where there is no Flight Service Station or Unicom on airport, follow these procedures:

- (1) About 15 miles out tune 122.9 MHz and listen for other traffic, about 5 miles out broadcast, in the blind, your position, altitude, and intentions. Make position reports downwind, base, and final.
- (2) When departing, broadcast on 122.9 your position on airport, your intentions and be sure to announce that you are taxiing on runway.

For more detailed information, refer to Chapter 4, Part 1, of Airman's Information Manual.

.....Frank C. Kelley
 Accident Prevention Specialist
 Columbia GADO

PRICE FLYING SERVICE



Shown in the picture above is James C. Price and his son Billy standing in front of one of his Stearman sprayers. James is the owner and operator of Price Flying Service at the Dillon County Airport. He has had the operation at Dillon since 1960 and has earned an excellent reputation for his services to general aviation and to the farmers in the Dillon area. Prior to moving to Dillon, James was a flight instructor and ag operator in the Charlotte area.

Services at Dillon include flight instruction, air taxi and banner towing. He has 80 and 100 octane fuel available. In addition to the fixed base operation, James operates two 450 hp Stearman sprayers in his agricultural aviation business. Clay Speas is the pilot on one of these aircraft.

Dillon County Airport has a 3000 ft. runway which is paved and lighted and has a unicom station on the field. Services available on a 24-hour basis. For first class friendly service, stop at the Dillon County Airport the next time you are in that area.

REVALIDATION CLINIC

The South Carolina Aeronautics Commission and AOPA will sponsor a Flight Instructors Revalidation Clinic at Midland Technical Education Center at Columbia on October 12, 13, and 14, 1971.

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BREAKFAST CLUB NEWS

Attendance was light at the July 4 meeting in Greenville. This meeting was sponsored by Warren and Ruby Guinn of Thermal Belt Aviation and breakfast was served at the terminal building. 82 members were present for the breakfast and they were greeted by Jean Brannon and Jim Hardwick, members of the Airport Commission. It was apparent that many Breakfast Club members took advantage of the long weekend for vacations.

On July 18, attendance was again light at Florence due to the weather. The meeting was held at the Holiday Inn No. 2 in Florence.

On August 1, the Breakfast Club will meet at Ridgeland and on August 15, a big meeting is planned at Wings and Wheels at Santee. Plans are underway to make the August 29 meeting at Anderson one of the largest meetings of the year. Joe Breitenhirt is in charge of the meeting. A number of door prizes will be given away and according to Joe, first prize will be valued at \$50 with numerous other prizes in the \$10 to \$20 category. A safety seminar will be conducted at this meeting and other entertainment is also planned. You cannot afford to miss this meeting.

Rudy Branham is making plans for a meeting at his airport on September 12. We will have more information on this in the September issue. On September 26, the Breakfast Club will meet at the Sumter Municipal Airport and on October 10, we will meet at the Isle of Palms Airport.

The Annual Founders Day meeting will be at Orangeburg on October 24.