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NEWSLETTER

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VOL. 23

INSTRUMENT FLIGHT INSTRUCTOR REFRESHER COURSE

The annual Flight Instructor Refresher and Revalidation Course is scheduled for October 17, 18, and 19. This course will be presented by the Flight Instructor Team from the FAA Academy at Oklahoma City, and by other leaders in aviation education. It is sponsored by the South Carolina Aeronautics Commission and the AOPA Air Safety Foundation, in cooperation with the Federal Aviation Administration and the National Transportation Safety Board.

Course content for Flight Instructor, Instrument includes: The National Airspace System, Federal Aviation Regulations, Attitude Instruments, Weather, Fundamentals of Instruction, Medical Factors, Pitot Static System, Accident Prevention, Engine Operation, Area Navigation, ILS, TERPS, ADF, DME, Transponder, Enroute, Instructor Responsibilities.

The Refresher Course will be conducted at the Ramada Inn, I-26 at 378, West Columbia, South Carolina. Lodging will be available at the Ramada Inn. The program will begin with registration at 8 a.m. on October 17 and end at 6 p.m., Thursday, October 19. The cost of the Course will be \$35 which includes all texts and materials related to the course.

If you are a candidate for a rating or a renewal, or are interested in an excellent refresher course, we think you will find this presentation to be of real value. Your flight instructor certificate with ALL ratings will be revalidated at the discretion of the FAA upon satisfactory completion of the course. Eligible graduates may earn the coveted FAA Gold Seal. A standardization ride will be required if your certifi-

cate has expired.

Your wife is welcome to join you at any of these sessions without additional charge.

Transportation from the Metropolitan Airport will be available for those attending the program.

For additional information or registration forms, write

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THE AIRPORT, THE COMMUNITY AND 'AGNES'

When they tried to establish the first long distance passenger and freight train service from Manchester to Liverpool, reported Egon Larson in his book, "The History of Invention", a great campaign of opposition began. Today, the target has changed to aviation, but the tenor of the opposition remains. Most of the criticism is unfair, due in part to lack of awareness in the public sector as to the role aviation plays with respect to the community and the environment.

Air transportation moves people and goods with less undesirable effect on the environment than any other form of transportation. Aviation contributes less than one percent of the nation's air pollution problem and is taking actions to reduce that miniscule amount. However, constant encroachment of housing development continues around our major airports, thereby increasing the airport/community incompatibility. These encroachments are generally the results of bad planning or no planning by the communities involved.

Although the environmentalist decries the development of additional airports and helps to underwrite the rationale that the airplane benefits only the traveler, there is another side to the relationship of an airport to the community, which is dramatically illustrated by the damages associated with the first major hurricane of this season, Agnes.

The rising flood waters associated with that storm soon isolated many small communities and the larger cities of Harrisburg, Pa., and Elmira, N.Y., and Wilkes-Barre, Pa. A quick survey revealed that air transportation was the only means to enter or leave the affected areas. The airports were generally untouched and operational.

The effectiveness of aviation as an aid to victims of a major civil disaster of this magnitude, is vividly evidenced by the thousands of missions that were flown by civil and military aircraft. Over 7,000 persons were rescued from house rooftops, automobiles, camp sites and other buildings by Army, National Guard, Coast Guard, Navy and civilian helicopters. The majority of flights originated from the functional airports of the communities. In addition, over 2,000,000 pounds of medical supplies and food-stuffs were ferried into the flood area by air, and is still continuing. Had not the airports been there, the loss of human life would have been catastrophic, and the spread of disease could have grown to epidemic proportions.

We would, as a result of experiences gained from the results of this major disaster and others---such as the earthquakes in California and Alaska---strongly recommend a reassignment of the needs of any community as it relates to aviation, and specifically, to the airport.

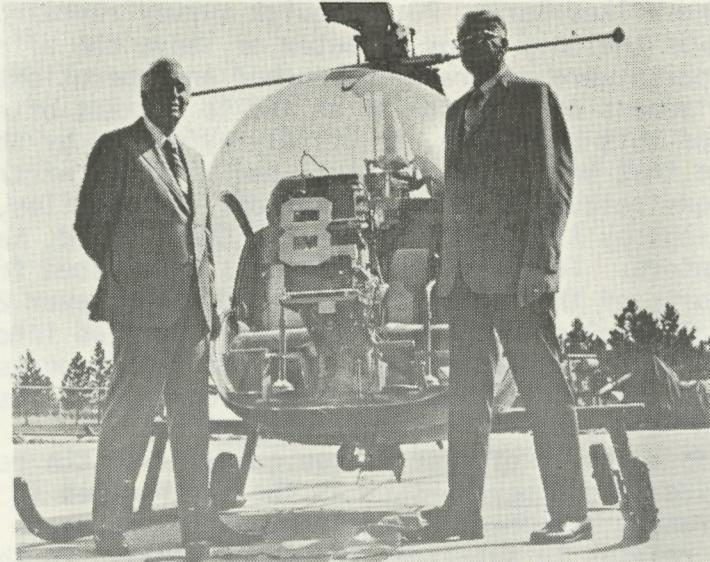
Personal losses sustained by EA personnel from Hurricane Agnes is now assessed at more than a quarter of a million dollars. Most of this is non-recoverable. As a result of a continuing EA reassessment of damages and needs revealed, we have extended the deadline for contributions to Friday 25 August. Managers and supervisors wishing to help should mail their checks to Lester Lord, EA-20, secure in the knowledge that their "boost" to the Agnes Fund will be sincerely appreciated by all. (George M. Gary, FAA Executive Digest)

PIONEERS DAY

A special program to honor South Carolina Aviation Pioneers will be held at the Wings and Wheels Museum, Santee, S.C. on Saturday and Sunday, September the 2nd and 3rd. The program begins with registration on Saturday at Wings and Wheels Museum where the Aviation Pioneers will be honored guests at Wings and Wheels all day. A cocktail party, compliments of Wings and Wheels, will be held at 7:00 p.m. Saturday followed by a banquet. Mr. Vernon Strickland of Hawthorne Aviation will be guest speaker for the banquet.

On Sunday the Aviation Pioneers will be guests at the annual Labor Day Air-Show. Show time is 3:00 p.m. with special activities scheduled to begin earlier.

This special program has become an annual event at Wings and Wheels. Last years Pioneer Day was well attended and the one this year should be bigger and better than ever.

AIRCRAFT MECHANICS SCHOOL

Fred C. Fore, Homer Roberts

The Florence Darlington Technical Education Center boasts the only Federal Aeronautics Administration certified program in aircraft mechanics in South Carolina and it is due in large part to the cooperation and assistance given by the South Carolina State Agency for Surplus Property that the program has advanced.

Today, the program is flying high with its unique air fleet but in 1964, the course was only a dream. The idea began in a casual conversation between John G. Wellman (now a TEC State Committee Member from the Sixth Congressional District and then a member of the Florence-Darlington TEC Area Commission) and Fred C. Fore, Director of Florence-Darlington TEC. By 1965, the course was a reality and started with one grounded aircraft. Three years ago, two surplus C-45 Beechcraft twin engine planes were donated to the program being flown to the State from Davis Mothan Air Force Base in Tucson, Arizona. This past month the facilities were expanded by 22,000 square feet due to the interest in the curriculum.

With the addition of the two helicopters, there are now seven planes in the program ranging from an L-19 single engine Army reconnaissance plane to a large twin engine C-47 cargo transport.

The students gain invaluable experience by working on the various planes and the newly expanded facilities will allow for the simultaneous offering of airframe and powerplant programs which in the past had

to be offered in alternate years due to lack of space.

Recognized as one of the leading programs in the Southeast, the course provides training in the theoretical, as well as manual skills in servicing, testing, diagnosing, and rebuilding of both the airframe and powerplant units and all related components. All phases of the powerplant fuel and electrical systems, propeller installation and maintenance, airframe, controls and control surfaces, landing gear, rigging, assembly, maintenance, appliances, instruments, radio, aircraft weight and balance, hydraulic systems, and fabric and stressed skin coverings, as well as design and construction of each component are studied. All skills, knowledge and practical precedures relative to the students eventual airframe and powerplant certified license qualifications are also emphasized.

Upon completion of the diploma program many career opportunities are available to the graduates: aircraft inspector, commercial airlines mechanic, aircraft factory representative or aircraft, airframe or powerplant mechanic. Besides courses in airframe and powerplant, the student study related courses including industrial economics, technical writing, math and blueprint reading.

The course is headed by Roberts, a graduate and distinguished alumni of Pittsburg Institute of Aeronautics, who notes, "The program is aimed at preparing the student for eventual airframe and powerplant certified licensing."

The Dean of Instruction, McLaurin Lowder, says, "We are gaining increased enrollment as more students become aware of the job opportunities in this unique field." Roberts notes, "This past year twelve students completed the program and forty students are expected to enroll in September."

Thus as enrollment increases and new airplanes are added to the curriculum, more students will be able to become skilled aircraft mechanics.

PLANTATION PARTY

The Aircraft Owners and Pilots Association annual Plantation Party and Industry Exhibit will be held in Hollywood, Florida. This is the largest annual General Aviation gathering and this years program is scheduled for October 4th through the 9th at the Diplomat Hotel.

Features of the five-day Plantation Party include: Pilot training clinics, discussion forums, sports, and the largest exhibit of air-aircraft and aircraft equipment available to General Aviation Pilots.

Cocktail parties and banquets with top flight entertainment will be featured each night.

For further information write: AOPA Plantation Party, P. O. Box 5800, Washington, D.C. 20014.

REMINDER - EMERGENCY LOCATOR TRANSMITTERS

Federal Aviation Regulation 91.52 has been published and is now an operating requirement concerning the Emergency Locator Transmitters (ELT). Many questions are being asked and the following information is to help answer some of the questions.

1. All ELT's installed after 21 October 1971 must meet the applicable requirements of FAR 37.200 and be identified by TSO-C91. This applies to all units such as the transmitter, antenna, etc.
2. All U. S. registered airplanes manufactured or imported after 30 December 1971 when operated must have and ELT Attached except as in paragraph no. 4.
3. After 30 December 1973, all U. S. registered civil airplanes when operated must have an ELT attached except as in paragraph no. 4.
4. The following operations are exempt from the ELT requirement:
 - a. Turbojet engine powered airplanes.
 - b. Scheduled domestic or flag air carrier flights certificated under FAR 121, other than charter flights.
 - c. Training flights within a 20 mile radius of the airport from which the flight began.
 - d. Agricultural aircraft operations conducted under FAR 137.
5. The following type of operations require an automatic type ELT:
 - a. Supplemental air carrier and commercial operators governed by the rules of FAR 121.
 - b. Air travel clubs under FAR 123.
 - c. Charter flights by domestic and flag air carrier under FAR 121.
 - d. Operators governed by FAR 135.
6. All other operations not covered in paragraph no. 5 may use a personnel or automatic type.
7. Automatic ELT 's may be of the following types:
 - a. Automatic fixed (AF)
 - b. Automatic portable (AP)
 - c. Automatic deployable (AD)
8. The other two types of ELT's are:
 - a. Personnel (P)
 - b. Survival (S)
9. When installing the fixed or deployable automatic type ELT's they must be attached to the airplane as far aft as practicable.
0. When installing any ELT, the manufacturer's installation instructions must be followed for proper operation. The manufacturer is required to furnish with each ELT the operating instructions, limitations, data sheet and installation instructions.

If a remote switch for activation of an automatic type ELT is installed, the switch must be equipped with a guard and be placarded as per FAR 37.200 (f)(1)(iii).

- Equipment lists, weight and balance data, should be updated and a record entered in the aircraft record for the work performed.
- 11. The batteries in an ELT must be replaced or recharged (if the battery is rechargeable) when the transmitter has been in use for more than one cumulative hour or when 50 per cent of the batteries' useful life has expired as established by the transmitter manufacturer. (This date will be marked on the ELT).
- 12. Operation of an aircraft (requiring and ELT) without and ELT or with an inoperative ELT will require a special flight permit (ferry permit).
- 13. ELT's manufactured under TSO-C61a may be used until 30 December 1975 provided they transmit simultaneously on 121.5 and 243.0 MHz and the unit was installed and approved before 21 October 1971. The unit must also be operative.

RED CARPET FESTIVAL

The Bennettsville Chamber of Commerce and the City of Bennettsville have planned their annual Red Carpet Festival for September 16 and 17 at the Bennettsville airport. The program begins at 3:00 P.M. Saturday with an Antique aircraft and automobile exhibit at the Bennettsville airport. At 3:30 P.M. the Antique automobile parade through the City will begin. Other events include a Chamber of Commerce sponsored Social Hour and supper Saturday night.

On Sunday the South Carolina Breakfast Club will hold its meeting as a part of the festival. At this time, awards will be presented for various categories of experimental and anitque aircraft and automobiles. The Breakfast Club meeting will be followed at 2:00 P.M. by an air-show featuring Dwight Cross, Jr. of Huntersville and Bob Nance of Columbia in Pitts Specials, Henry Mallette of Enterprise, Alabama in a J-3 Cub, and a sky-diving show. There will be no charge for any of the events (except personal expense) to anyone arriving in Bennettsville by air. Free ground transportation to and from the motels will be available throughout the weekend. Golf will be available both days and other activities are planned for the ladies and children.

Dr. Hal Trimmier, chairman of the Festival has issued an invitation for everyone to join them at Bennettsville, where he guarantees you will receive the "Red Carpet" treatment!

BREAKFAST CLUB NEWS

Listed below are Breakfast Club dates:

September 3rd -	Davis, Abbeville Field (Barbecue Chicken)
September 17th -	Bennettsville (Aviation Day)
October 1st -	Isle of Palms
October 15th -	Anderson
October 29th -	Orangeburg
November 12th -	Camden

The weather on Breakfast Club dates has not been good lately, but the meetings are still very good.

The August 6 meeting at Timmonsville had 27 people and six airplanes. The August 20 meeting at Wings and Wheels had 75 people and 25 airplanes. Dolph Overton conducted a tour of the Museum which was very interesting. The open floor discussion of the newly passed Registration Tax Bill by the State was freely discussed with the conclusion that members contact their local House and Senate Members to get the Bill modified or repealed. Several members did not know what the South Carolina Aeronautics Commission was or what its' duties were, and they felt that pilots and airplane owners should have been informed about this Commission and told what the money would be used for. No doubt there were members attending for the first time. A point brought out by the members was the fact that non-radio Puddle Jumpers tax was the same as million dollar Aircraft.