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SOUTH CAROLINA

AVIATION

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NEWSLETTER

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INSTRUCTOR OF THE YEAR



GORDON S. HALL

Gordon S. Hall, Chief Pilot of the MAC Aero Club at Charleston AFB has been selected as South Carolina's Flight Instructor of the Year. Gordon first soloed at the age of 16 in his home state of Connecticut in 1947. He came to Charleston in 1959 in an Air Force assignment in Air Traffic Control. During this tour of duty he served as an instructor for the Aero Club and also worked part-time for Hawthorne Aviation. Gordon also served in Viet Nam as an Army helicopter pilot with a rank of Warrant Officer.

He became Chief of the Aero Club at Charleston in January of 1970 and has done an outstanding job in this capacity. Gordon, a member

of the National Association of Flight Instructors, has logged more than 8000 hours of flight time of which over 4500 hours were logged

as a professional Flight Instructor, He is a commercial pilot with single engine, multiengine, instrument, and helicopter ratings, and is a flight instructor for airplanes and instruments. He also holds the Gold Seal Flight Instructors Designation and has advanced ground school and instrument ground school ratings.

The Flight Instructor of the Year program is sponsored jointly by the F.A.A. and the AOPA Air Safety Foundation. The National winner will receive a \$1000 Honorarium from AOPA and an expense paid trip to Washington.

We congratulate Gordon and wish him success on the National level.

BREAKFAST CLUB NEWS

The February 4, 1973 meeting at Cypress Bay was an outstanding success. Fifty-one airplanes and 180 people attended this meeting.

Cypress Bay airport is owned by E.L. McLamb and is one of the nicest private airports in the State. He proved to be an excellent host.

The February 18, 1973 meeting at Dillon brought out 25 airplanes and 84 people on an 18 degree cold morning. James Price and his folks handled the traffic well in spite of the cold weather.

The following meetings are scheduled: March 4, Aiken, S.C.; March 18, Timmonsville; April 1, McEntire A.N.G. Base.

The March 18 meeting at Timmonsville is a special joint meeting. The North Carolina Flying Club has invited us to meet with them. Special times for this meeting are: Land 9:30 to 10:30, Mule Ride 11:00, Luncheon 12:00 Noon and Adjourn 1:30 P.M.

Mr. M.B. Huggins is planning for a turnout of 100 airplanes and 350 people. If it is rained out, the meeting will be on the following Sunday, March 25. The Sheraton Inn has been reserved for this luncheon.

AVIATION SAFETY WEEK

The third annual South Carolina Aviation Safety Week is scheduled for May 13 through May 20. This years program, which is sponsored jointly by the South Carolina Aeronautics Commission and the Federal Aviation Administration, promises to be the most ambitious one yet. The AOPA Air Safety Foundation will also participate in Safety Week this year by bringing their famous Flight Training Clinic and Safety Seminar to the Greenville Downtown Airport on the weekend. Dick Busch, Director of the Flight Training Clinics and his assistant, Bob Sweazey, were in Greenville last week to complete arrangements for the Clinic with Thermal Belt Aviation.



BOB SWEAZEY, RUBY GUINN, DICK BUSCH

Safety Week this year will begin with the finish of the Angel Derby at Wings and Wheels Airport at Santee. Prizes to the winners in this All Women's International Air Race will be awarded at Santee.

Regional landing contests are also scheduled for the first Sunday and the finals will be held on Sunday May 20th.

Frank Kelley, F.A.A. Accident Prevention Specialist is planning meetings for Monday, Tuesday and Wednesday nights at cities throughout the State. On Thursday night the AOPA

Safety Seminar will be conducted at the Sheraton Hotel in Greenville.

We hope that all pilots in the State will attend at least one of these programs.

F.A.A. AIRCRAFT REPORT

The holder of each aircraft registration certificate should submit an Aircraft Registration Eligibility, Identification, and Activity Report, (AC Form 8050-73) prior to 1 April each year. This report should be filed with FAA Aircraft Registry, AAC-259, P. O. Box 26045, Oklahoma City, Oklahoma 73126.

Refusal or failure to submit Part 1 of AC Form 8050-73 containing the required information may be cause for suspension or revocation of the holder's certificate of aircraft registration.

These forms are available at the FAA General Aviation District Office on request.

STATE AIRCRAFT REGISTRATION

The amended aircraft registration bill has been reported out of the Senate Aviation Committee and will probably be voted on sometime this month. Aircraft registration forms will be mailed to all owners as soon as this bill is completed.

PART 61 REVISION

In one of the most extensive regulatory actions ever undertaken to enhance operational safety in the skies, the Federal Aviation Administration of the Department of Transportation today issued new and more stringent requirements covering the training, testing and certification in virtually all pilot categories.

A biennial flight review also will be required for the first time for all pilots not engaged in airline or other commercial operations where FAA already requires periodic flight checks. Both flying skill and aeronautical knowledge will be covered in the review providing the examiner with an opportunity to evaluate the overall ability of the subject pilot and comment on any problems detected.

The changes in Part 61 of the Federal Aviation Regulations, which covers certification of pilots and flight instructors, are effective 1 November 1973. However, applicants for pilot certificates and ratings will have the option of meeting either the existing or new Part 61 standards for one year after the effective date, or until 1 November 1974.

Affected by the new FAA regulations are the requirements for student, private and commercial pilot certificates as well as those for instrument and flight instructor ratings. The requirements for airline transport pilots will not be changed.

Underlying the broad scale revision of Part 61 is the adoption of a new "total operational training concept" of pilot certification which gives a flight instructor full responsibility for all phases of required training. Under this concept, all of the procedures and maneuvers now required by Part 61 for the various pilot certificates and ratings will be dropped and replaced by a general outline of much broader pilot operational areas in which flight instruction is required.

In contrast to the present system of rating a student purely on his ability to pass a written test and demonstrate practiced standard maneuvers, the student will now have to show overall piloting proficiency in all of the flight operational areas before his instructor can find him eligible for the prescribed flight test. The test itself will be only on the procedures and maneuvers selected by the FAA inspector or designated examiner giving the test.

In recognition of the flight instructor's increased responsibilities, the requirements for this rating are to be significantly upgraded. Applicants will need a commercial pilot certificate, an instrument rating, ground instruction as well as flight instruction capability, and class rating for instruction given in multiengine airplanes and helicopters. At present a private pilot with 200 hours can qualify for a

flight instructor's rating.

In the private pilot category, the flight time requirements will remain at the present 40-hour minimum level in accordance with the ICSO (International Civil Aviation Organization) standards, but there will be a new emphasis on flight instruction, night and operational problem areas.

The requirement for flight instruction from a certified flight instructor, for example, will be raised from 3 to 20 hours. There also will be a new requirement for 3 hours of night flying with provision for granting a "Day Only" certificate to those who fail to meet this requirement. In addition, the flight legs for solo cross country flights are being increased although there is no change in the total 10-hour requirement.

Under the new total training concept, applicants for private pilot certification must demonstrate ability to conduct such operations as the following: controlling and maneuvering an airplane solely by reference to instruments; airport and traffic pattern operation, including collision avoidance practice; flight at critically slow speeds, including recognition and recovery from imminent and full stalls; and emergency operations, including simulated aircraft and equipment malfunctions.

To qualify in the commercial pilot category, applicants will need an instrument rating for certification with unrestricted privileges. The total flight time requirements also will be increased from 200 to 250 hours although 50 of the total hours may be logged in a ground trainer. The number of hours of flight instruction required also is being increased from 20 to 50 hours and applicants also will have to have 10 hours of training in complex aircraft--those having flaps, controllable propellers and retractable gear.

Requirements for instrument ratings also are to be strengthened. Applicants will have to demonstrate proficiency in the use of three types of navigational aids--VOR, ILS, and ADF--instead of just one. The ILS and ADF approaches, however, may be demonstrated in a ground trainer.

Among other new certification requirements are: Flight instructor endorsement each 90 days for student pilot solo flight. Presently, student pilots with 40 hours of flight time may be permitted unlimited solo privileges; Completion of appropriate ground instruction in prescribed aeronautical subjects for each type of certificate. Credit is allowed for approved home study, high school, and Civil Air Patrol Courses; IFR checks for instrument pilots whose recent IFR experience lapses; Mandatory flight instruction for applicants taking tests for multiengine ratings; and, Annual proficiency checks for pilots acting

as pilot-in-command of airplanes type certificated for more than one pilot flight crewmember.

To facilitate implementation of the new Part 61 requirements, FAA will issue new flight test guides designed around the new pilot operational training concept and its objectives.

The new rules are based on an FAA Notice of Proposed Rule-Making (No. 72-9) issued March 16, 1972 and on analysis of 1603 public comments submitted in response to that notice.

FLORENCE FLIGHT SERVICE STATION

The Florence Flight Service Station is also known as Columbia, Chesterfield & Myrtle Beach radio. Air Traffic Control Specialists are on duty twenty-four (24) hours, seven days each week, to assist in planning and conducting safe flights. You are invited to visit this facility at anytime or call by telephone or radio. The Florence FSS is located in the east end of the terminal building at the Florence Municipal Airport.

Preflight pilot briefing is a service offered by FAA personnel at Flight Service Stations to provide pilots with weather, airman information, airport information, etc. for flight planning purposes.

Items of preflight briefing services are: (1) The latest available reports of weather conditions enroute and at your destination; (2) The FAWS (Forecast Aviation Weather Service) forecast of weather conditions enroute and at your destination; (3) Winds aloft information; (4) Airman information concerning status of navigational aids, airport conditions enroute and at your destination, and alternate airports; (5) When applicable, information concerning danger and warning areas, restricted areas, ADIZ, or special regulations pertinent to the proposed flight.

Also, upon request of the pilot, Flight Service Station specialists will assist the pilot in determining mileages, courses, headings, frequencies, landmarks for pilotage and computation of elapsed time. He will provide assistance concerning preferential routings, services available at airports, customs and immigration, air traffic control (ATC) procedures, air traffic rules, orientation procedures, flight plan procedures, search and rescue procedures, current charts, and map information.

Pilots are urged to file flight plans in person or by telephone prior to departure whenever possible. File IFR flight plans at least thirty minutes prior to departure in order that proper co-ordination can be made.

For VFR and IFR flight plans and preflight briefing pilots in the Columbia area should call 256-1506 or 256-1507. Pilots in the remainder of the Florence flight plan area in South Carolina should call toll free 1-800-922-5111.

Mr. Carl S. Nowak is Chief of the Florence Flight Service Station. Prior to coming to Florence he was Chief of the Louisville, Kentucky FSS. He began his career with the FAA at Erie, Pennsylvania and was later assigned to Brookville, DuBois and Altoona, Pennsylvania. Carl served in the U. S. Navy for two and one-half years and was a member of the Air Force Reserves for eight years. He is married to the former Kathleen Alberstadt and the father of five children.

AGRICULTURAL AVIATION ASSOCIATION

The South Carolina Agricultural Aviation Association will hold its annual convention in Columbia on March 12, 13, and 14. The meeting this year will be held at the Holiday Inn, Southwest, which is located on Knox Abbott Drive, Cayce. Registration for the three-day meeting will begin at 1:00 P.M. on March the 12th and according to President James C. Price fun and games are planned for Monday nite.

On Tuesday Dr. Kissam and a team from Clemson will conduct the Aerial Application School. Attendance at one of these schools is required by State regulations. Ag pilots do not have to be members of the Association to attend this school, however, it was felt that it would be convenient to hold the school during the Convention. (Another school will be scheduled later in the season.)

The business meeting for the Association will be conducted on Wednesday March the 14th.

Representatives from agricultural aircraft companies, equipment supply houses and chemical companies will have exhibits on display at the convention and aircraft will be on display at Midlands Aviation, Owens Field. Free transportation will be available from Owens to the convention site. The convention is open to all operators and pilots and a special invitation is issued to the ladies as there will be special events planned for them during the business session and school.

Last years convention was an outstanding one and President Price has promised a bigger and better program this year.

For further information and advance registration forms write to Mr. James C. Price, Dillon County Airport, Dillon, S.C. 29536.

The Association currently has approximately 100 members and has been very active in Aviation matters in the State.

FLYING CLUB ORGANIZED



CPA OFFICERS

Private aviation received a boost recently with the organization of the "Crosswind Pilots Association Inc." Lee Berts Bristol of Landrum heads the new flying group.

Other officers are: Arnold Emery, vice president; Andrew J. Stone, secretary-treasurer; and directors Charles L. Caldwell, Frank Callaway, and Clifford Stott.

The upstate group bases their aircraft at the Fairview Airport which is located parallel to I26 in the Campobello area.

The Association has 24 members and its purpose is to promote

and encourage further interest in aviation and to promote and encourage education and safety in flying.

Memberships are available for students and pilots meeting the requirements. Robert Cooley is membership chairman.

Miss Mimi Bartol of Tryon, N.C. has been commissioned to design an emblem for use on jackets, stationery, planes, etc.

For further information contact Mr. Berts Bristol of Landrum, S.C.