

South Carolina
Aviation Newsletter

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SOUTH CAROLINA AERONAUTICS COMMISSION, Box 1769, COLUMBIA, SOUTH CAROLINA 29202

No. 5

May 1974

Vol. 25

AVIATION SAFETY WEEK

Aviation Safety Week will begin with Statewide Accuracy Landing Contests conducted in Aiken, Anderson, Columbia, Florence, Spartanburg and Walterboro. The regional elimination contests will be held on Saturday, April 27 at 2:00 P.M. with Sunday, April 28th as the alternate date. Anyone with a current pilots certificate may enter by registering with the judges at the above airports. Student pilots may also compete. The Columbia contest will be held at Owens Field.

Stuart Hope, of the Hope Insurance Agency, will again present trophies to the regional and state winners. The regional winners will compete at Owens Field on May 4.

The South Carolina Aeronautics Commission has arranged with the Airporft Owners and Pilots Association to hold Operation Sky Safe at Eagle Aviation at the Columbia Metropolitan Airport May 4 and 5. This program consists of Ground School Courses and Flight Training. The Ground School portion consists of six lectures covering such subjects as an Aviation Regulation, Airport Operating Practices, Avoiding Accidents, Mountain Flying Tips and Techniques, Flight Service Station Facilities and Radio Navigation. Pilots will be required to attend three of the six lectures. The flying portion will be a one-hour to one and one-half hour flight review. This program will be presented both Saturday and Sunday.

Through special arrangements, Sky Safe will be available to South Carolina pilots for a \$15 fee. This program is open to all pilots and satisfactory completion will meet the requirements of the Biennial Flight Review. Also featured on this weekend will be a SCAN Training Program. This is a 40-minute Training Program designed to teach today's pilot simple SCAN techniques to help minimize the possibility of mid-air collisions and will be shown every hour

from 9:00 A.M. to 3:00 P.M., on Saturday from 9:00 A.M. to 1:00 P.M. on Sunday and will be open to the public free of charge.

Analog Training Computers will have ten of their simulators on display at Eagle. These will also be available for anyone to fly and an instructor will be on hand Saturday and Sunday.

We urge all pilots to take advantage of these special programs to improve their skills and help South Carolina have an even better Aviation Safety record.

FLIGHT REVIEW SEMINAR

Over 500 pilots attended the first session of the Biennial Flight Review Seminar which is being presented through 17 Technical Education Colleges in South Carolina. The program, which covers the oral portions of Part 61 and 91 of the FARs, is being taught by Fred Begy, Chief Ground Instructor of Midlands Aviation Corporation. Frank Kelley, FAA Accident Prevention Specialist, and Jack Barry, Deputy Director of the South Carolina Aeronautics Commission, are also participating in this presentation.

The 17 centers have talk back capability in each classroom and the participants are able to ask Mr. Begy questions at any time.

Enrollment in this seminar is the largest yet recorded for a particular course and if this interest continues other aviation classes will be scheduled during the coming school year.

FLYING OPTOMETRIST

The annual organizational meeting of the Flying Optometrist Association of America will be held on Wednesday, June 19, 1974, at Sheraton Park Hotel in Washington, D.C. in conjunction with the American Optometric Association Convention.

For further information contact National President, Dr. Herbert L. Kent, 1312 E. Olive Street, Fresno, California, 93728.

REGION 5 SOARING MEET

Forty-three glider pilots participated in the Region 5 Soaring Meet held at the Chester Airport with Bermuda High Soaring as the host.

Practice rounds got underway under partly cloudy skies Monday and the actual competition began Tuesday afternoon. The first task the competing pilots had to fly during Tuesday's round of competition, was a triangular pattern of approximately 150 miles in distance.

The pilots flew similar patterns throughout the remainder of the week.

Official entries in the competition were from a six-state area that include South Carolina, Tennessee, Florida, Georgia, Mississippi and Alabama, the states that comprise the fifth district.

The meeting was conducted under the observation of Ms. Erica Scurr of Columbus, Ohio, who is the first woman to have ever served as a region meet director.

Time is the most important factor for the glider pilots in the actual competition. Time is taken when the glider leaves the starting point at the Chester Airport, and the time is recorded when the glider arrives back again after reaching the destinations scheduled in the task.

Each pilot brings back proof that he has reached the specified destinations by taking pictures of some specific landmark at each location. These photos are taken by the pilot with a camera that is mounted in each glider's cockpit.

Winner in the Open Class was Brian Utley of Minnesota, flying a Nimbus II. The Standard Class champion was Karl Striedieck, last years National winner. Karl is a pilot in the Pennsylvania Air National Guard.

DEDICATION CEREMONY

In conjunction with Aviation Safety Week in South Carolina. The Flight Service Station at Anderson County Airport plans to have a week of Aviation Activities. As part of these activities they will hold a dedication ceremony of the new FAA building on Tuesday, April 30, at 3:00 p.m. Following the ceremony there will be a general open house of the facilities.

Deputy Director, Mr. Duane Freer, will be guest speaker for the occasion. Mr. John Hamilton, Director of the S.C. Aeronautics Commission will also be on the program.

AIRPORT CONSTRUCTION



FAIRFIELD COUNTY AIRPORT

The new airport at Fairfield County is now under construction. The airport, which is located just southwest of Winnsboro on State Highway 269, will be paved and lighted under the present project, and will be 3200 feet in length. At present, plans also include a 200 foot by 300 foot ramp and taxiway. Under this project land was acquired to provide for a future extension to 5000 feet. This was a wise move in view of the rapid transition to jet aircraft by many companies. The lighting will include medium intensity runway lights, a rotating beacon and a VASI.

John Talbert and Associates are the consulting engineers and Thomas B. Barrineau is Chairman of the Airport Commission. The total cost of the project will be \$618,000. The county share is \$77,250 and the state share is \$77,250.

OLD SOUTH FLY-IN

The closing of Wings and Wheels Museum made necessary the relocation of the OLD SOUTH FLY-IN. Aiken Municipal Airport, Aiken, South Carolina has been chosen as our new site. The Aiken Airport is well suited for fly-in events and presents a much safer paved runway layout and smoother parking areas. Gas will be available.

The event will start Friday afternoon, May 31, with the EARLY BIRD PARTY and continue through Sunday afternoon, June 2, concluding with an air show flown by EAAers in their homebuilt and modified aircraft.

The emphasis this year is on small homebuilt aircraft using non-certified engines. Forums will be held on both aircraft and engines of this type.

Saturday evening at 8:00 p.m. the usual informal AWARDS BANQUET will be held in the new hanger building. Twenty trophies will be awarded in the Antique, Classic and Homebuilt aircraft categories. The Grand Champion trophy this year, however, is to be awarded in the light aircraft non-certified engine category and this is the first year trophies are being awarded for outstanding modifications to non-certified engines. To qualify in this category the engine may be displayed independently or displayed attached to an airframe.

Bill Ehlen, Executive Director of SESAC, from Tampa, Fla., will call to order the annual general SESAC meeting at 11:00 a.m. Sunday morning, June 2, 1974.

The Holiday Inn is the most convenient to the airfield and will be designated as the host motel. Courtesy cars will be on duty during the active hours of the fly-in. The motel is three miles distance from the airport. There is a camping area located on the field; however, there are no facilities. Those desiring to camp will be assisted in all ways possible by the fly-in staff.

The OLD SOUTH FLY-IN is sponsored by the South Carolina EAA Sport Aviation Council in cooperation with the South-eastern EAA Sport Aviation Council.

Frank F. (Gerald) Thweatt of Lexington, South Carolina is the FLY-IN Director. He did an excellent job with last years program and the '74 FLY-IN promises to be even better

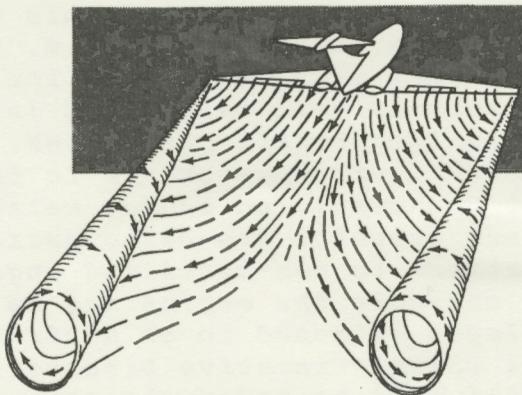
DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
VFR PILOT EXAM-O-GRAM® NO. 53

DANGERS OF WINGTIP VORTICES

Investigations of several fatal and near-fatal accidents show the probable cause to be loss of control when encountering wingtip vortices created by large aircraft. Reports indicate that many pilots are unaware of the dangers associated with wake or vortex turbulence; therefore, applicants for pilot certificates are being tested on their knowledge of this subject.

WHAT ARE WINGTIP VORTICES? Wingtip vortices are compact, fast-spinning, violently turbulent air masses that trail behind an airplane, sometimes for miles. Unfortunately they are invisible, but if you could see them they would look like two tornadoes stretching back horizontally from each wingtip. Many pilots refer to this phenomenon as "prop wash" or "jet wash," but engineering studies have revealed that the main source of this disturbance is from the wingtips, not the props or engines. These vortex systems are generated by the flow of air from the high pressure region under the wing, and curl around the wingtip to the region of lower pressure on the upper surface forming the two rotating vortices.

WHY ARE THEY DANGEROUS? They are dangerous because loss of control of aircraft can occur when flying into the wingtip vortices of large aircraft. The velocity of the air circulating about the core of these vortex systems can be extremely high, particularly those generated by the larger airplanes, and these velocities can exceed the control power of most airplanes. A smaller airplane flying into one of these rotating air masses can experience dangerous upsets and excessive load factors causing structural damage to the airplane. Particular care should be taken to avoid the vortices during landing and taking off.

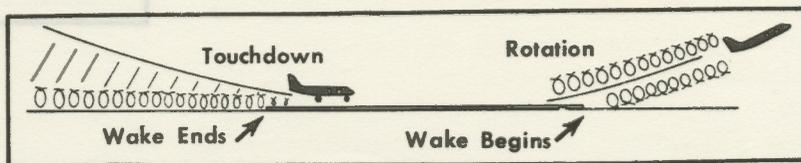


WHEN ARE THEY STRONGEST? There are many factors affecting the intensity of wingtip vortices, but it is a safe and practical generalization that the bigger the airplane the more violent and long-lived will be the vortex disturbance. Recent studies indicated that the strongest vortex systems trailing behind the very large airplanes will descend 400-500 feet per minute to approximately 1,000 feet below the airplane. The vortices retain their lateral separation and drift with the wind. The aircraft creating the vortices may be out of sight, and the turbulence generated might be still lingering in the area. The heavier and cleaner the airplane and the slower it is flying, the stronger the air circulation in the vortex cores.

WHAT ACTION CAN THE PILOT TAKE TO AVOID OR REDUCE THIS HAZARD?

- a. Avoid passing behind any large aircraft. Alter course to avoid the area behind and below the generating aircraft.
- b. Avoid, when possible, places and altitudes frequented by large aircraft. If possible, monitor approach control and control tower frequencies at airports where large aircraft operate. These radio transmissions may give you a clue to the locations and paths of large aircraft.
- c. When it is necessary to operate behind a large aircraft, remain above the flight path of that aircraft. Vortices settle downward toward the surface and are also affected by the wind and move with the air mass.
- d. When taking off or landing behind large aircraft, be on the alert for turbulence and allow adequate spacing. Visualize the location of the vortex trail and avoid those areas.

e. The best way of avoiding wingtip vortices is to know where they are most likely to be encountered and act accordingly. Since vortices are not produced until lift is produced, they will not be generated by an aircraft taking off until the aircraft rotates for lift-off. Vortices cease to be generated by a landing aircraft when its wings cease to produce lift -- when it has actually landed. Plan your takeoff and landing accordingly.



RECOMMENDED READING FOR ALL PILOTS. Your attention is invited to the Wake Turbulence Section of the Airman's Information Manual, which thoroughly explains this subject. It is also described in FAA Advisory Circular AC 90-23D (which may be obtained free of charge from: Distribution Unit, TAD-484.3, Department of Transportation, Washington, D.C. 20590).

BREAKFAST CLUB NEWS

On Sunday, April 7, the meeting was held at Rock Hill. A total of 40 aircraft flew in for this meeting and 90 people were present at the breakfast. Rock Hill has recently been awarded a grant for improvements on their airport. When this is completed Rock Hill will be one of the nicest airports in the State.

On April 21, the Breakfast Club meet at North Myrtle Beach. Sixty visiting aircraft were counted and 150 members enjoyed the breakfast at Don's Pancake House. Dr. Jerry Hoffer gave an interesting slide presentation on his recent trip he and his wife made to Mexico.

The May 5 meeting is scheduled at Lake City. On May 18 there will be a special meeting on Saturday at the Charleston Air Force Base. This meeting is scheduled in place of the May 19 meeting originally set for Sumter. Last years meeting at Charleston Air Base was an outstanding one and we hope that the members will make plans now to be at Charleston on the 18th. The schedule for additional meetings is as follows: June 2, Anderson Airport, June 16, Pickens County, June 30, Spartanburg Downtown Airport, July 21, Beaufort County, July 28, Greenwood Airport, August 11, Pickens County, August 25, Open, September 8, Davis Field, Estill, S.C., and Spetember 22 at Bennettsville Airport.

AIR SOUTH

Air South, Inc. flew more passengers in March than in any previous month in its history. The Atlanta-based commuter airline also announced plans for expanded service with its 40-passenger F27J Fairchild propjet aircraft.

Bartless M. Shaw, president and chief executive officer, said the airline carried a record 9,193 passengers in March, an increase of 70 percent over March a year ago and more than 61 percent above February of this year. Air South serves Hilton Head and Beaufort Marine Corps Air Station.

SOUTH CAROLINA AERONAUTICS COMMISSION

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SPECIAL ACHIEVEMENT AWARD



RUBY L. GUINN & JOHN CURETON

locations - one at the Morganton-Lenoir Airport, North Carolina and the other at Greenville, S.C. She is Assistant Manager and Director of Operations at the Greenville location where the company offers full aviation services to include Cessna aircraft sales, aircraft and radio maintenance, flight instruction, charter service to include air hearse and air ambulance, and line service. Her office is located in the Terminal building at the Greenville Downtown Airport. She is also an active member of the Carolinas Chapter of the 99's.

John B. Cureton of the Federal Aviation Administration General Aviation District Office in Columbia, presented Mrs. Ruby L. Guinn the Federal Aviation Administration Special Achievement Award in "recognition of her outstanding performance and professionalism in flight training and her contribution to the Accident Prevention Program and her dedication to promotion of interest in aviation."

Ruby is Vice President of Thermal Belt Air Service, known as TBA which has two operating