South Carolina Aeronautics Commission

Aviation Newsletter

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CLARENDON COUNTY AIRPORT

GATES , HOWARD , TATE , COLLINS

The South Carolina Aeronautics Commission maintenance personnel under the supervision of Grover Collins, Airport Maintenance Supervisor, have installed the VASI-3000, visual approach slope indicator lights at the Clarendon County Airport.

This is the first installation by the Aeronautics Commission. Plans are to install approximately ten sets of these lights on Airports throughout the state.

The project is being sponsored by 50% local funds and 50% state funds for a total cost of approximately $1,000. This visual approach slope indicator is manufactured by ALNACO of Blacklick, Ohio.

Much equipment has been devised to assist pilots in the safe operation of their aircraft. Most developments in recent years has been oriented towards IFR operation, to the complete neglect of VFR.

ALNACO, a leader in developing airport lighting equipment and landing aids, has designed and is now manufacturing the VASI-3000.

The VASI-3000 is a VFR landing aid which serves two fundamental purposes. One, the VASI-3000 will provide a well defined approach slope signal which assures landing pilots of obstruction clearance (especially at night) and it reduces ground noise by guiding pilots over populous areas in the approach slope at the highest possible altitude. Secondarily, it reduces possibility of undershooting the runway because of the positive vertical guidance.

VETERANS ADMINISTRATION PAYMENT DEADLINE

The Veterans Administration has just provided the FAA with additional information regarding VA students enrolled in FAR 141 (Old) flying schools, therefore, we wish to pass it on to you.

If you are a student at present or plan to further your career in aviation under the VA supported flight training program, the following news may be of great help in your reaching that goal.

The VA has extended the established November 1, 1975, date to end payments to new students enrollees under old Part 141, until November 1, 1976. This relief was given due to the tremendous backlog of training courses submitted to the FAA for approval at the last moment, causing a delay in some schools being certificated.

We all recognize that human nature tends to cause some schools to delay, until the last moment, acting on matters of such importance which have deadline dates. Therefore, you may conceivably find a school in a similar situation in November 1976, who has still not submitted its application for a new school certificate.

We are asking school owners, operators, and their management personnel to review their school certificate expiration dates and keep in mind that regulations require a 30-day time period for application review prior to any new school being certificated under FAR 141 (Revised).

AIRPORT PLANNING GUIDELINES

Citizens will have a chance to get more involved in airport planning if airport sponsors and planners follow new guidelines issued by the Federal Aviation Administration of the U.S. Department of Transportation.

Acting FAA Administrator James E. Dow said that "public involvement is essential to good, sound airport planning. Airport operators must make sure that their plans, however well conceived, are compatible with community needs and desires. These guidelines can help them find that out."

Published as an Advisory Circular entitled "Citizen Participation in Airport Planning" (No. 150/5050.4), the new guidelines outline various approaches to enhancing citizen participation, ranging from a comprehensive program with citizen advisory planning groups, news media information campaigns and workshops to a more basic program for smaller planning projects.

The FAA circular emphasized the early involvement of citizens in the planning process to help identify potentially controversial issues or choices, such as site selection for a new airport or major expansion of an existing airport.

Free copies of the circular may be obtained by writing to the Department of Transportation, Publications Section TAD-443-1, Washington, D.C.

In a related matter, a new FAA film, "Where Airports Begin" (FAO570), which portrays how two communities successfully planned and developed their respective airports, will be available soon on free loan to the public from the FAA Film Library AAC-44E, P.O. Box 25082, Oklahoma City, Oklahoma 73125.

CANADIAN PARACHUTES

FAA has information that there may be Canadian parachutists visiting this country and jumping at air shows and parachute meets.

Canada does not have safety standards established for parachutes manufactured in that country.

Parachutists in the U.S. are required to have an approved parachute that has been packed by a U.S. certificated rigger. There are no exceptions to this rule. Jumping with Canadian manufactured parachutes would be a violation of FAR 105 (reference FAR 105.43).

TRANSPONDERS AND ELTS

Effective January 1, 1976, FAR 91.177 required all transponder equipment used as specified in FAR 91.24, 121.345, 127.123 and 135.143 to be tested & inspected and found to comply with Appendix F of Part 43.

These tests and inspections may be preformed by an appropriately certificated agency such as a repair station or manufacturer.

Newly purchased aircraft may or may not be in compliance with this requirement. If no record is available to document that these tests have been performed the aircraft is considered not to be in compliance with this requirement.

Owners/Operators should assure a proper entry is made in the aircraft records to show compliance with this requirement.

Aircraft equipped with ELT's manufactured under TSO-C61a and required by FAR 91.52 may be operated until December 30, 1975. After this date, they will have to be replaced with ELT units meeting the requirements of TSO-C91.

If you have questions, please contact your General Aviation District Office, Box 200, Columbia Metropolitan Airport, West Columbia, SC 29169.

DEXTER MARTIN HONORED

Dexter C. Martin, the first director of the South Carolina Aeronautics Commission, was inducted into the OX5 Aviation Pioneers Hall of Fame at the annual OX5 Reunion in San Antonio, Texas in October.

Mr. Martin organized the Aeronautics Commission in 1935 and served as the director until 1950. He began flying in 1920 at Brea California and received his commercial pilots license and A & E license in 1928.

His long career in aviation includes flying with Mable Cody's Flying Circus in 1928 and 1929, aircraft sales, airport operation, and barnstorming throughout the U.S. He served as President of the National Association of State Aviation Officials and also President of NAA.

In 1941 Dexter Martin was appointed the first CAP Wing Commander in South Carolina. Under his leadership, the Civil Air Patrol became operational in Charleston and flew more than 15,000 hours of Coastal Patrol during World War II.

He is currently researching and preparing the Aviation History to be presented to the Carolinana Library at the University of South Carolina.

We congratulate Dexter on receiving this well deserved recognition.

WRITTEN EXAMS

Future ATP applicants will not have to take an FAA written exam if a Notice of Proposed Rulemaking, expected to be published in January, becomes a regulation. It will call for the elimination of both the airline transport pilot and flight engineer writtens.

To make up for the elimination of the written portion of the ATP exam, the anticipated NPRM is also expected to significantly expand the practical aspect of the examination. Depending upon response to the NPRM, written exams for other pilot certificates may also be abolished.

FACTS ABOUT FLYING LOW...AND FAST

The purpose of this article is to inform general aviation pilots and fixed base operators of low altitude high speed operations conducted by military jets. Hopefully, by answering the most frequently asked questions about these activities, a better understanding will exist as to why these low altitude flights are necessary for defense. Also, an increased awareness as to the existence and location of these routes will further enhance and foster the promotion of flying safety.

1. Q. Just what are Low Altitude High Speed Routes?

A. These are routes, found throughout most of the United States, which are developed and used by the military to conduct simulated wartime missions. Such routes are flown in excess of 250 knots and at altitudes from the surface to 1500 feet above the ground.

2. Q. Are there any restrictions are to where these low altitude high speed routes are located?

A. Yes. Routes are carefully developed in accordance with stringent military and Federal Aviation Administration (FAA) regulations and criteria. Routes are designed to avoid heavily populated areas, airport control zones, wildlife refuge sanctuaries, and other areas of environmental concern. Routes are continuously reviewed to insure compliance with established criteria.

3. Q. How am I supposed to know where these routes are located?

A. A current map containing all high speed routes in the USA is distributed periodically by the Department of Defense to fixed base operators, FAA General Aviation District Offices and Flight Service Stations. Also selected routes are published in the Airmen's Information Manual (Vol 4).

4. Q. Can I fly through or along a low altitude high speed route?

A. Such a practice is not recommended. As a safety factor, plan your flight at an altitude of 2,000 feet or greater above the terrain. Do not intentionally fly along the route below 1500 feet and when possible avoid the routes altogether.

5. Q. If I must fly through or about a low altitude high speed route, how can I find out if any military traffic is on the route?

A. A good rule of thumb is to consider the route active at all times. Additionally, Flight Service Stations near the route will provide you the latest information about military activity in progress on the route.

6. Q. As a general aviation pilot, why should I be concerned about these routes and who uses them?

A. With the thought in mind that high speed military jet fighter and bomber operations are conducted on these routes, you will be able to plan your own flights and exercise a few simple precautions when operating in the vicinity of such routes.

7. Q. What if overcast weather conditions force me to fly VFR at 1,000 feet above the terrain and my flight profile takes me through a high speed route?

A. There is no great cause for concern if this occurrs, for weather conditions must be at or above 3,000 ft. ceiling and 5 miles visibility for the conduct of military jet operations.

8. Q. Why aren't these flights conducted in restricted airspace?

A. If the military were to receive restricted airspace for all the low altitude high speed routes now located in the USA, a stringent penalty would be imposed on general aviation by the removal of so much airspace. Existing restricted airspace is totally inadequate to accomodate the large number of military flights presently conducting low altitude high speed operations.

9. Q. Explain why these low altitude high speed flights are necessary in the first place?

A. Proven combat tactics reveal that the greatest chance for survival in wartime is to penetrate the enemy defenses at low altitudes and high air speeds. In such a manner, the threat of radar detection and subsequent destruction by enemy missiles is greatly reduced.

Low Flying continued from page 4)

In order to be highly proficient, and to maintain a high degree of combat readiness, military pilots must continually conduct such flights.

10. Q. When the military develops these low level high speed routes is any consideration given to the natural and human environment?

A. Yes. Before a route is approved, it must meet or exceed stringent requirements established both by military and the FAA. An environmental assessment must also be prepared to determine if the route will adversely or significantly impact the environment.

11. Q. What happens, if at a later date, a portion of a route no longer meets the required criteria of the FAA or is producing a detrimental impact on the environment?

A. Flight operations will be immediately discontinued on that portion of the route. Such discontinuance of flights may either be permanent or temporary dependent upon the nature of the problem.

12. Q. Would you summarize for me the pertinent information I should know about low altitude high speed routes?

A. The main points to remember are:

1. If, when planning a flight below 1,500 feet check for the presence of these routes and avoid them if possible.
2. If you must operate around or through a low altitude high speed route, do so preferable above 1,500 feet and maintain a vigilant outside watch.
3. When flying in close proximity to these routes, contact the nearest Flight Service Station for current information on military activities.

13, Q, If in the future I have more question I need answered about low altitude speed routes, who can I contact?

A. Possibly your Chief Flight Instructor or local General Aviation District Office will be able to assist you. Our office is always available and at your service if the need arises. To contact us call:

Mon-Fri 0730-1630 AC 919-736-5771/5771
Non-duty hours AC 919-736-6601 (Wing Command Post) or write 4 Tactical Fighter Wing Flying Safety Office, Seymour Johnson AFB, North Carolina 27531.

HAWTHORNE HONORS LONG TIME EMPLOYEE

A lady whose name is familiar to hundreds of S.C. aviators was honored recently in Charleston. At a ceremony marking the occasion, Miss Eunice Laird of Hawthorne Aviation was presented with a 30 year service pin.

Miss Laird became active in S.C. Aviation in 1942 when she went to work as secretary to the Commandant of Cadets and to the Intelligence Officer at the Army Air Corps primary flight school which was located in Orangeburg. That school was operated by Hawthorne.

When the school closed in late 1945, Hawthorne continued to operate a flying service in Orangeburg and Miss Laird joined the company. She served as secretary to the late Bevo Howard, founder of Hawthorne.

Hawthorne closed the Orangeburg operation in 1947 and returned to Charleston. At that time, Miss Laird moved to Charleston on a temperorary basis to reorganize the Charleston operation. She has been with Hawthorne since.

In 1947, she was elected Corporate Secretary and serves in both that capacity and as Executive Secretary for the firm. With 30 years service, Miss Laird has been with Hawthorne longer than any other working employee.

The South Carolina Aeronautics Commission congratulates Miss Laird on receiving this honor, and we hope that she will be on the aviation scene for a long time to come.

ACCIDENT PREVENTION

Cureton, Begy, Kelley, Yon

Fred Begy was honored December 16 when John B. Cureton presented him the FAA "Certificate for Outstanding Support of the Accident Prevention Program."

Fred, who is Chief Ground Instructor for Midlands Aviation, Corp. at Owens Field has conducted the FAR portion for the ETV Flight Review Programs and has done an excellent job.

Attendance at the last ETV Refresher averaged 324 students at the 17 Tec Schools. Critique sheets turned in by the students indicated a desire for more programs of this type. The Aeronautics Commission will be glad to receive additional comments from those who did not turn them in at the end of the program.

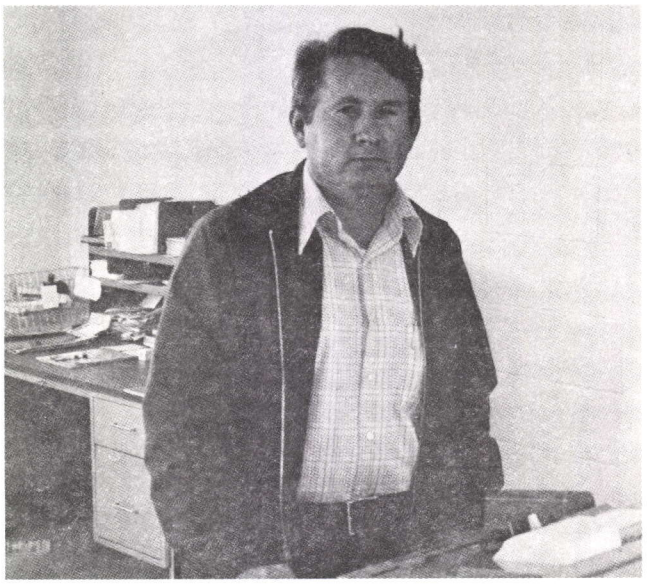
COKER FLYING SERVICE

Coker Flying Service is owned and operated by Carl Coker at the Clarendon County Airport. In addition to the normal FBO services, flight training, aircraft rental, fuel and hangar service, Carl operates an aerial spraying service for the area.

Bobby Jonte is the company's Chief Flight Instructor and Frank Kea is employed as pilot.

The Clarendon County Airport is located on Lake Marion six miles south of Manning, and 7 miles east of Summerton. The runway is 3600 feet in length and is paved and lighted. Ten aircraft are based on the field.

When you are in the area, stop in to visit Coker Flying Service.



Carl Coker

BREAKFAST CLUB NEWS

On November 30 the Breakfast Club met at the Greenville Downtown Airport, Greenville Aviation was the host for this meeting. Due to fog and low ceilings only five aircraft were able to get into the airport and 30 members were in attendance at the breakfast. This meeting has been rescheduled and will be held on December 28.

The December 14 meeting was held at the Conway Horry County Airport and weather in the northwest part of the state prevented members from that area attending, however, the lower state area was well represented and 23 aircraft arrived in time for the meeting. Sixty-two members were counted at breakfast.

The schedule for coming meetings are as follows :

January 11	Aiken	April 4 Open
January 25	Sumter	April 18 Rock Hill
February 8	Open	
February 22	Open	
March 7	Dillon	
March 21	Holly Hill	

FAA NOTES

Safety Information----

On November 11, 1975 the National Transportation Safety Board released Issue No. 1 of "Aircraft Accident Reports, U.S. Civil Aviation - 1975" which contains a computer-printed synopsis of the findings and probably cause(s) of 896 general aviation accidents.

With winter weather in the offing the Safety Board selected two non-fatal general aviation accidents from Issue No. 1 to illustrate the vital need for all pilots to make sure their aircraft are free of ice or snow accumulation prior to takeoff.

The first accident occurred at 1:10 p.m. EST on January 20, 1975, when a private pilot, age 43 with two passengers, attempted to takeoff on a flight from Wynkoop Airport, Mt. Vernon, Ohio in a Piper Tri-Pacer. The pilot, who had 1,800 hours experience, stated that he pre-flighted the aircraft and noted ice and snow on the wing and tail surfaces but he "didn't do anything about it." He also stated that he had taken off "lots of times" with ice on the wings.

The takeoff was made from runway 24, a sod runway 3,400 feet in length, which was frozen and covered by 2 to 3 inches of snow. The pilot stated he used two-thirds of the runway before becoming airborne but a witness testified the aircraft used all of the runway . Immediately after takeoff, at an altitude of approximately 20 feet, the Piper stalled and crashed in a plowed field 674 feet off the far end of the runway. The occupants were unhurt.

Inspection of the wreckage two hours after the accident revealed the upper wing surface completely covered with a jagged layer of ice from ¼ inch to ½ inch in thickness. The top surfaces of the ailerons were completely covered with the same type and amount of ice and the horizontal stabilizer and rudder surfaces were partially covered to the same degree.

The Board found that the probably cause of this accident was due to "inadequate pre-flight preparation" which caused the pilot to ignore airframe icing and takeoff under conditions that made it impossible for him to "obtain or maintain flying speed."

The second accident occurred at 1807 MST on February 21, 1975 and involved an Air Transport Pilot, age 28, with a copilot and seven passengers in a Gates Lear 25 jet aircraft during takeoff from Albuquerque, New Mexico.

The aircraft was on a flight from Lawrenceville, Indiana to Las Vegas, Nevada, via intermediate stops the last of which was Albuquerque. The flight was routine until departure from Albuquerque where weather conditions caused an air traffic departure delay during which time snow was falling and accumulating on the aircraft.

At 1645 the pilot requested his Instrument Flight Rule clearance and at 1648 was advised to expect a 20 minute delay. The pilot stated that while waiting on the ramp for taxi clearance he got out of the airplane and brushed snow off the plane "and it was not freezing to the metal--the temperature was 40 degrees F." The weather briefing, which the pilot obtained from the Albuquerque Flight Service Station by radio, and which was kept current by the tower during clearance delay, was "ceiling indefinite 100, sky obscured, visibility ¼ mile, snow showers, fog, wind 240 knots, temperature 33."

At 1744 the aircraft was cleared to taxi to runway 26 and began taxiing at 1750. During the taxi out operation one witness reported seeing about 1½ inches of wet snow on the aircraft. At 1757 the pilot reported ready for departure and was instructed to hold short of the runway for five minutes. At 1802 he was cleared into position on runway 26 and cleared for takeoff at 1805.

According to the pilot the "takeoff was normal until VR (and) at that time rotation did not seem normal--suspecting additional snow freezing to the metal I aborted takeoff and called for drag chute--

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FAA Notes continued----

which did not appear to decelerate (the aircraft). Snow on the runway prevented effective braking. Aircraft went off the end of the runway and came to rest on golf course. When the aircraft stopped I had the copilot get everyone out while I shut off the master (switch)."

The Lear jet came to a stop approximately 1,000 feet beyond the end of runway 26, which is 13,370 feet long, after smashing through a boundary fence and tearing out the center light fixture that marked the end of the runway. In regard to the reported failure of the drag chute to decelerate the aircraft the Board noted that the drag chute will fail when deployed at speeds of about 150 knots or more and it believes that this occurred in this case.

The Safety Board determined that the probable cause of this accident was "inadequate pre-flight preparation and planning" by the pilot in command and his "delayed action in aborting takeoff." As contributing factors the Board cited "airport conditions--ice and slush on runway." Hydroplaning on wet runway," and "airframe ice."

The Board pointed out that in spite of the difference in flight equipment, and pilot experience and qualification, both of these winter takeoff accidents shared a common basic cause--the accumulation of ice and snow on the aircraft while on the ground which was not adequately removed prior to attempted takeoff. It is a primary aerodynamic fact-of-life that the adherence of ice or snow on an aircraft can change the lift and drag values to a point where it can impair controllability and even make it impossible to obtain or maintain flying speed. And yet after reviewing its general aviation accident reports for the past five years--1970-1974 the Board found that "airframe icing" was involved in the cause of 58 takeoff accidents. Forty-eight of these accidents were non-fatal , causing injuries to 62 people. Ten were fatal accidents that took the lives of 27 people.

The Board noted that ground deicing equipment, such as used by the airlines, is not always available in general aviation flying. Thus, to insure safe flying in the winter months ahead, the Board warned pilots to conduct a careful pre-flight check for ice or snow on the airframe. If any such accumulation is found, the Board concluded, it should be considered a "no-go" item and "be removed before takeoff."

FLIGHT TRAINING CLINIC

The AOPA Air Safety Foundation will hold its 13th Annual Flight Training clinic at Tilford Flying Service, Inc., Palm Beach International Airport, January 23-25. Courses offered include pinch hitter course, instrument pilot refresher course, instrument procedures course, survival training course, private/commercial pilot written examination course, instrument pilot/instrument flight instructor written examination course, and practical aviation weather course.

For information write AOPA Air Safety Foundation, 7315 Wisconsin Avenue, Washington, DC 20014 or call toll free 800-638-0853.