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# South Carolina Aeronautics Commission Aviation Newsletter

No. 4

APRIL 1977

Vol. 27

## SOUTH CAROLINA RECEIVES BEROSSET AWARD



Joe Wilder

J. E. Purcell

Governor Edwards

John Hamilton

On Tuesday March 8, Governor James B. Edwards was presented the Walter G. Beroset Award for 1976 by James E. Purcell, Chief of the Flight Standards Division of the Southern Region. This award is presented each year to a State in the Southern Region for outstanding achievement in General Aviation Safety. The award was created in 1972 to honor Walter G. Beroset, an FAA pioneer in Aviation Safety.

We are very proud of the fact that South Carolina has received the award for three of the four years that it has been presented. This is a result of a cooperative effort on the part of all pilots and Aviation groups in the State and the professional attitude that they have toward aviation.

Without such cooperation South Carolina's accomplishments in this area would not be possible.

S.C. WING CIVIL AIR PATROLAiken Cadets At AllendaleAIKEN SQUADRON GOES TO ALLENDALE

Members of the Squadron supported the SAR training exercise at Allendale. Many key positions were manned by Aiken Airport people, from the Mission Coordinator (Lt. Morrisset) to the Flight Line where 27 airplanes were expertly handled by our own cadet Captain Doug Burdick and senior member Dan Seigler. Other positions with Aiken Airport people include 10 with Lt. Arnold Jones, Communications with Lt. Marie Jones, Cadet Commander Jeff Risher, and even one of the simulated victim was an Aiken Cadet, Billy Wilson, Bud Walker, one of our new members attended as an observer trainee and while there took the opportunity to check out in the squadron 150 with a wing check pilot. What was the report about getting training wheels for the 150? The mission at Allendale proved to be a good test of what can be done when conditions are less than ideal. The weather was marginal, but did break long enough to conduct the mission. In addition, the communication equipment scheduled to be at the mission did not arrive

and communications had to be conducted with the equipment that was on hand. It consisted of one mobile 4585 SSB unit, one mobil 26.620, a 26.620 walkie talkie, and several FM units. Even though at one point a aircraft had to be sent up to act as a relay station in order to maintain contact with the ground teams we did have communications that worked, and much that same situation might exist during a REAL mission. Allendale, the Wing's newest squadron provided excellent hosts and provided some of the most delicious hamburgers and coffee as many of the mission attendees can attest.

CPT. TODD HONORED

The Metro Anderson Composite Squadron recently honored Cpt. John H. Todd on his 70th birthday.

On Saturday, February 27, 1977 Cpt. Todd became 70 years young. He is dedicated, loyal, and an outstanding member of our Civil Air Patrol. There is a well known sonnet; QUOTE: "I Shall Pass Through This World But Once; If Therefore, There Be Any Kindness That I May Show Or Any Good Thing That I May Do, Let Me Do It Now. Let Me Not Defer It Nor Neglect It For I Shall Not Pass This Way Again." Everybody will agree that Cpt. Todd shows nothing but kindness day in and day out to his fellow man and his good deeds are to numerous to mention. Being an active flying officer in the CAP is another example of his dedication to mankind. He has done an outstanding job in the past and he never stopped; he has continued to be active. In our eyes, he is an honorable man.

Cpt. Todd, Thank you for your loyalty and most of all for your continuing as an active member of the Civil Air Patrol.

We also want to thank the senior members of our squadron for their donations so that we were able to present Cpt. Todd with a beautiful and creative designed birthday cake.

AVIATION SAFETY WEEK

Plans have been completed for the Aviation Safety Week Program and this years schedule of events promises to be the biggest aviation program so far. Safety Week will get under way on April 16 with Regional Accuracy Landing Contests scheduled at Aiken, Anderson, Columbia, Florence, Spartanburg, and Waltherboro. These contests are open to anyone flying a fixed wing aircraft. To register, report to the judges at the airport nearest to you before 1 p.m. on April 16, 1977. You must show the judges your current medical certificate and your pilots license. Student Pilots may enter. The rules of the Accuracy Landing Contest are as follows:

1. Engine must be throttled to idle opposite point (180°) of intended touch down (a 200 ft. area on runway). Clearing of engine will be allowed at pilot's discretion, however, clearing after completion of final turn will be downgraded. Maximum altitude at throttle closing 1000 feet AGL.  
Use of flaps and slips will be at the discretion of the pilot.
3. Each contestant will be allowed three landings which will be graded. Touch and go landings are authorized.
4. Landing must be stall type landing (no wheel landings in tail wheel type airplanes or three-point landings tri-gear airplanes).
5. Each contestant will be judged on the following: Turn to final approach, final approach, round-out or flare, landing, and accuracy (as to touchdown point).
6. Each contestant must have a current pilot certificate, current medical certificate, and a properly certificated airplane. He must be a resident of South Carolina
7. Contestant must be registered with the judges prior to starting time.

8. ANY OPERATION CONSIDERED RECKLESS OR UNSAFE TO THE JUDGES WILL BE DISQUALIFYING.

The main feature of the week will be Aviation Day at the Downtown Greenville Airport beginning at 1 p.m. when the State Championship Landing Contest will be held. Participants in this contest will be the 6 Regional Winners. The Judges will be:

- E. H. Lynam--President of the S.C. Agricultural Aviation Association
- Jack Stafford--President of the Chapter 249 EAA
- Bill Hawkins--President of the S.C. Breakfast Club
- Carol McKinney--Chairman of the Blue Ridge Chapter 99's
- Doug Abercrombie--Commander of the S.C. Wing, CAP
- Bill Holecek--President of the S.C. Aviation Trades Association

At 2:30 p.m. officials of the Aircraft Owners and Pilots Association's Air Safety Foundation will present two of the famous AOPA Ground School Courses. For non-pilots Mr. Bill Stanberry, Executive Vice-President of the Foundation, will teach the introduction to the Pinch Hitter Course and for pilots Bob Sweazey will teach the Airmanship Refresher Course. These courses will be held at the Thunderbird Inn at the airport. There is no charge for either of the three hour course.

Following a get acquainted hour. The Safety Week Awards Banquet will be at the Thunderbird Inn at 7:30 p.m. Trophies, donated by the Hope Insurance Company of Columbia, will be presented to the winners in the State and Regional Landing Contests and the Flight Instructor and Mechanic of the year will be announced.

Dr. John McLucas, Administrator of the Federal Aviation Administration, has accepted an invitation to speak at the Banquet. He has served as Administrator since October 1975. Tickets for the Banquet will be \$5.50 per person.

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 In Order To Help In Planning Please Complete The Form And Return By April 15  
 TO: Mr. Jack Barry, South Carolina Aeronautics Commission, P.O. Box 1769, Columbia, S.C. 29202  
 Please Include For Aviation Day April 23

\_\_\_\_\_ Person(s) in AOPA Pinch Hitter Course  
 \_\_\_\_\_ Person(s) in AOPA Airmanship Refresher Course  
 \_\_\_\_\_ Person(s) for the Awards Banquet - \$5.50 per person

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_

FAA NOTESATTENTION AGRICULTURAL OPERATORS  
IN SOUTH CAROLINA

We have information that the use of sulphur in agricultural application is returning in some parts of the country. This is probably a result of environmental considerations. Since sulphur has not been used for several years, many industry operators may have forgotten or may not be aware of the serious fire hazards associated with dispensing this material.

Sulphur has a very low ignition point and is highly combustible when atomized with air such as during aerial application. It is also dielectric and readily accepts electric charges which under the right conditions can lead to combustion.

An Airworthiness Directive was issued in 1948 that listed requirements to decrease the fire hazards during aerial application of sulphur. (48-34-2) Aircraft that do not comply with the requirements of the Airworthiness Directive should contain operating limitations either in the flight manual or as placards prohibiting sulphur dusting operations.

USE OF FUEL ADDITIVES

NTSB attributed a recent Cessna 402B accident to fuel icing of screens and filters which resulted in fuel starvation and power loss.

This problem and preventive measures were discussed by Cessna Aircraft Company in their Service Letter ME 73-25, dated 11-2-73. Additionally, Note 5 of Type Certificate Data Sheet A7CE mentions the use of 1% by volume, Isopropyl Alcohol as an anti-icing fuel additive when accomplished in accordance with the Cessna Service Letter.

Operators of Cessna multiengine aircraft should become familiar with the manufacturer's recommend-

ations for the proper fuel additive and procedures to be used to preclude fuel icing.

NEW INSPECTORCHARLES H. GALLOWAY

Charles H. Galloway has joined the Columbia FAA General Aviation District Office as Aviation Safety Inspector (airworthiness). He fills the vacancy created when Jim Parnell was transferred to Germany. Mr. Galloway began his aviation career in Clinton, Okla. When he was in high school, he worked at the local airport for flying lessons. He spent four years in the U.S. Air Force and prior to his assignment in S.C. served as an inspector in GADO I Atlanta. He also served for five years with the Systems Worthiness Analysis Program, so he is no stranger to our State. He holds an Air Transport Pilot Certificate, Instrument Flight Instructor Certificate and an A&P Mechanic Certificate with Inspection Authorization.

We wish Charles much success in his new assignment.

Cross-country experience requirements for airplane private, commercial and instrument pilot certification.

Part 61 (revised) represents an effort, among other things, to increase basic pilot knowledge and experience, the lack of which is considered the greatest cause of en route accidents. This rule reflects an agency concern for safety through the recognition that there is no substitute for operational training.

The long cross-country requirements of Sections 61.109 (b) (2) and 61.129 (b) (ii), applicable to private and commercial students respectively, are considered essential ingredients of the total operational training through exposure to realistic cross-country experience and the fatigue associated with long non-stop flights. The instrument cross-country requirements of Section 61.65 (c) (4) endeavor to portray a realistic flight during which typical approaches are conducted at unfamiliar locations. The cross-country requirements for pilots trained under Part 141 in accordance with an approved Training Course Outline are no less than those required under Part 61 (revised).

The private pilot applicant must have completed a solo flight of over 300 nautical miles total distance during which three landings were made at points more

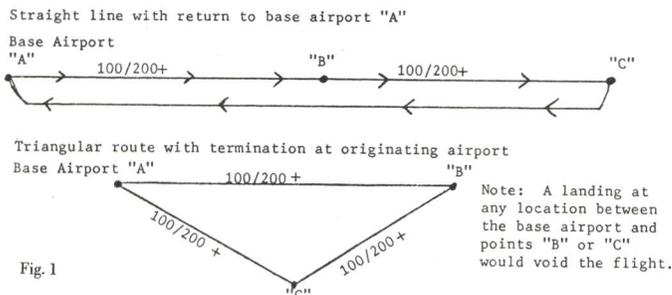
than 100 nonstop nautical miles from each of the other two points. This requirement can be met by either a straight line flight from departure airport "A" to airport "B," airport "C," then back to departure airport "A," or a triangular flight from departure airport "A" to airports "B" and "C," terminating at the departure point, airport "A." If the straight line method is used, a landing at airport "B" of the return flight would be optional since the total would be more than 400 nautical miles and all regulatory distance and airport requirements would be met with or without such a landing (see fig. 1).

The commercial pilot applicant must have completed a flight of over 600 nautical miles total distance as pilot in command, during which three landings were made at points EACH of which were more than 200 nonstop nautical miles from the over two points. This requirement may also be satisfied through a straight line or triangular route as described above.

The instrument rating applicant must have completed an instructional IFR cross-country flight of at least 250 nautical miles total distance during which VOR, ADF and ILS approaches were accomplished, each at a separate location. There are no specific minimum distance requirements between the approach locations (see fig. 2).

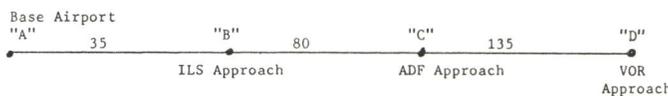
The following graphic examples show typical cross-country route profiles.

Private and commercial pilot airplane:



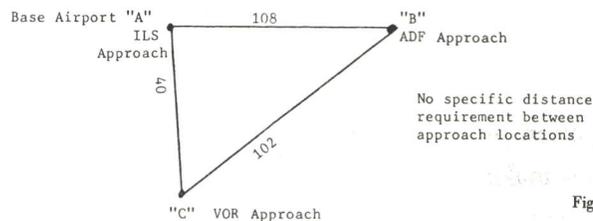
Instrument rating cross-country:

Straight line with termination at airport "D"

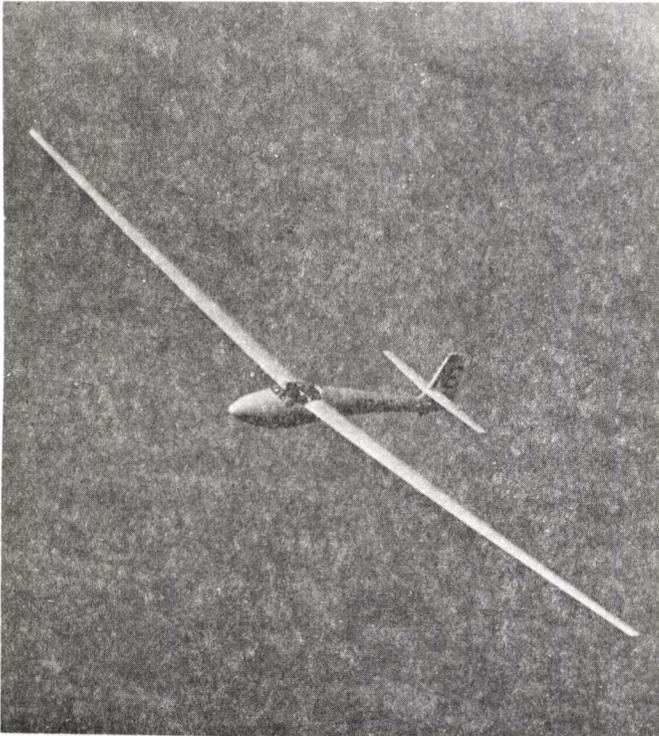


Note. Straight line type would be optimum for instructors with two students on board.

Triangular route with termination at originating airport.



## MAJOR SOARING EVENT AT CHESTER



Once again, the U.S. soaring season opens this month with the huge regional championships at Chester Airport. There will be five scheduled days of flying--mostly speed takes around fixed courses--for the three separate classes participating. Sanctioned by the Soaring Society of America, the competition is limited to 65 contestants; this year the sponsors expect an overflow crowd. Late registrants will be permitted to fly as guests, but will not be scored.

During the nine consecutive years that the April soaring championships have been staged at Chester, the contest has steadily grown both in size and prestige. It is now recognized nationally as the premier regional competition in the U.S. This reputation stems partly from the (normally) excellent soaring conditions that prevail in mid-spring in the Carolinas, but even more credit is due to the crack, professional-level ground organization supporting the contest--all volunteers, with Bermuda High Soaring School supplying key personnel.

Competition pilots from most of the states east of the Rockies make the annual trek to Chester, hauling sleek sailplanes behind their cars in long, tabular trailers. The three competing classes this year will

be Standard (50-foot wingspan, no performance-enhancing devices); 15-Meter (also 50-foot wingspan, but negative-positive flaps permitted, as well as other devices); and Open (no wingspan or other limitation). Many of the Open Class Ships, with 60 - 70 foot wingspan, can achieve a glide-ratio approaching 50:1.

If soaring conditions this month are anything like a year ago, top speed in the daily tasks will exceed 65 mph. When you consider that sailplanes, while flying cross-country, spend roughly half of their en-route time circling in stationary thermals to regain altitude, 60 - 70 mph is a pretty fair average speed for the motorless craft. Records of the first Chester soaring contest (1969) reflect winning speeds from 30 to 40 mph. Such has been the progress in sailplane design and soaring proficiency in the past decade.

A number of current and former national soaring champions will take part in the championships. But in this sport, new talent is always rising, and upsets are more frequent at Chester than the reigning champions might prefer.

Contest dates are April 19 - 23, but the skies around Chester will be dotted with white competition sailplanes for at least a week before the contest, as pilots hone their soaring skills after a long winter's layoff. There will be an awards banquet in Downtown Chester on Saturday night, April 23.

With Chester at the center and bottom, the task area forms a rough semicircle to the west, north and east. The most westerly turnpoints are Fairview and Shelby; to the north, Hickory and Statesville; and to the east, Albemarle, Rockingham-Hamlet, Pageland, Darlington and Hartsville. Conventional aircraft in this area during the contest should be on the alert for relatively slow-moving sailplanes at all altitudes below 10,000 MSL. FSS Florence will be notified of each day's specific task areas and will furnish this information to inquiring pilots.

Those planning to fly in to the contest site at Chester should plan to reach the airport before 1100 or after 1400 hours, to avoid heavy tow traffic during the daily launching period. Call contest officials on the contest frequency, 123.3 MHz, for local traffic advisories.

BREAKFAST CLUB NEWS

Our February 27 Breakfast Club met in Bennettsville with Dr. Hall Trimmier as host. The attendance there was slightly off, due to poor weather conditions in some parts of the state. However, we had a nice meeting, and a delicious buffet breakfast consisting of ham, bacon, sausage, grits, hash brown potatoes, scrambled eggs, home-made biscuits, jelly and butter, juice and coffee.

On March 13, Mr. Jim Hamilton served an elegant breakfast in the hanger at Owens Field to over 100 people of the S.C. Breakfast Club. We were all happy to go back to Owens and, as usual, everyone had a great time.

Future meetings which we have scheduled at this time are as follows:

- March 27 ..... Dillon
- April 10 ..... Ocean Isle, N.C.
- April 16 ..... Regional Landing Contest
- April 23 ..... State Landing Contest  
(Downtown Greenville)
- April 24 ..... Walterboro
- May 8 ..... Clarendon County
- May 15 ..... Spartanburg (Special)
- May 22 ..... Chester
- June 5 ..... Camden

EAA #395 will be meeting for its kick-off fly-in at Camden, South Carolina on April 29, 30 and May 1. This includes the Carolinas-Virginia Antiquers and also the OX-5 Pioneers.

Off airport headquarters will be the Holiday Inn in Lugoff. A large turn-out is expected to this fly-in and everyone is working hard to make it a success.

There will be an Early Bird get-together on Friday night at the Holiday Inn in the Palmetto Room. Saturday will be filled with exciting events topped off by the banquet to be held at the Shrine Club. Tickets for the banquet will be on sale at the registration tent.

Everyone should mark their calenders to be in Camden for the first EAA Fly-In of the year.

OX-5 Registration will be April 30, 12 noon in the

Lobby of the Holiday Inn, Lugoff, S.C., South of Camden on Highway No. 1. The OX-5 Business meeting will be at 5:00 p.m. For Reservations call Holiday Inn Motel, Telephone No. 438-9441 or write Holiday Inn Motel, Post Office Box 96, Lugoff, S.C. 29078. Rates are \$16.00 dollars for Single and \$20.00 dollars for Double.

GENERAL AVIATION FACTS

Sophisticated navigation and communication equipment is the rule rather than the exception in the U.S. general aircraft fleet, according to a new report by the Federal Aviation Administration of the Department of Transportation.

The report, "General Aviation: Aircraft Owner and Utilization Characteristics," confirms that 77.7 percent of all general aviation aircraft are equipped with two-way VHF (very high frequency) radios and 76.8 percent have VHF omni range (VOR) navigation equipment.

The report, which summarizes data primarily from 1974 on general aviation aircraft, flying, ownership and use, is packed with information on topics ranging from the different aircraft types to the occupation of the owners.

For instance: 47.2 percent of all general aviation aircraft are single-engine, piston planes with four or more seats. Another 37.3 percent are single-engine, piston planes with one to three seats.

The largest group of aircraft owners, 41.8 percent, is made up of professional, technical and similar workers, and 30.5 percent of all owners come from the ranks of managers and administrators. Craftsmen, sales and clerical worker own 18.7 percent of the country's general aviation aircraft.

Underscoring the diversity of planes in the general aviation fleet is a chart depicting the median cruising speeds of various aircraft types. While the single-engine, piston airplane (one to three seats) purrs along at 90.5 miles per hour, the turbojet covers slightly more than four times that distance, 396.5 miles, in the same time.

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### FBO NEWS

Greenville Air at the Downtown Greenville Airport has recently received their Airframe Repair Station Certificate and Avionics Certificate.

The Maintenance facility is directed by Rich Donnelly and it is open seven days a week. The hours of operation are 0800 - 2400 Monday thru Friday and 0800 - 1630 on Saturday and Sunday.

The parts department is managed by Barry Russell and operates on the same schedule as the maintenance department.

Stanley A. Wagner is the supervisor of Avionics Department which is open Monday thru Friday from 0800 - 1630. Greenville Air is the dealer for King Radio including both the Silver Crown and Gold Crown lines of Nav Com Equipment.

The Line Service Department is managed by O. J. Small and operates seven days a week from 0630 - 2200 Monday thru Friday and 0730 - 2100 Saturday and Sunday.

Other services offered by Greenville Air include an approved Flight School, private through Multi-Engine Instructor. Charter Service, Aircraft Sales, Rental and Jet Fuel.

Willis E. Tippin is president of Greenville Air which is located in the Terminal Building.

### Chester Aircraft Service

Chester Aircraft Service has recently begun a new operation at the Chester County Airport. The new company is owned and operated by Ray Stillwell who has thirty years experience in aircraft maintenance. Ray's primary area of operations is in aircraft engine overhaul. He overhauls all types of engines including antiques. Chester Aircraft Service also provides airframe maintenance and fabric and dope work. The company is a designated Piper Service Center. Telephone numbers are 377-4117 day and 377-3130 at night. The address is Rt 5, Box 258, West Chester, South Carolina 29706.

Commander Instrument Company is another new operator on the Chester Airport. Commander, a well known company nationally, was formerly based in the Charlotte area. Commander is an FAA Certified Repair Station. Their address is P.O. Box 1049, Chester, South Carolina 29706. Telephone number (803) 377-1444.

We welcome these new companies to Chester and wish them much success.

Next time you are in the Chester area, stop in for a visit.