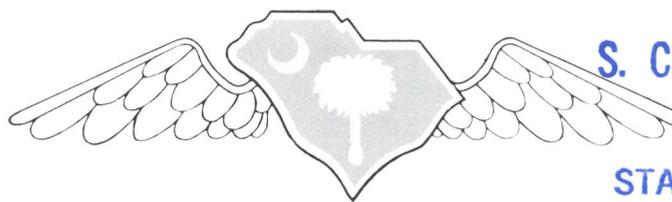


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South Carolina Aeronautics Commission



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STATE DOCUMENTS

Aviation Newsletter

VOLUME 29

APRIL, 1979

NUMBER 4

AOPA President, John L. Baker, To Speak At Awards Banquet



JOHN L. BAKER
AOPA PRESIDENT

John L. Baker, president of the Aircraft Owners and Pilot's Association (AOPA) will be the featured speaker at this year's Aviation Safety Week Awards Banquet.

The banquet will be Thursday, April 19 at the Thunderbird Inn near the Greenville Downtown Airport beginning at 7:30 p.m. Tickets for the buffet dinner are \$5.50 per person and will be on sale at the door.

Awards for the Mechanic of the Year and Flight Instructor of the Year will be presented, as well as awards to the winners of the accuracy landing contests. Baker is

expected to discuss the latest FAA proposal to restrict general aviation airspace and the AOPA's efforts to modify the plan.

In last month's newsletter, it was reported that the banquet would be in Anderson, April 20, but those plans were changed because of a schedule conflict. Also the safety meeting and listening session that was to be held in Charleston April 12 has been cancelled. Phillip Swatek, Southern Region Director of the FAA, was to have been present to answer questions but he is leaving his post soon.

continued on page 2

April 12th Safety Meeting, Listening Session Is Cancelled

An Air Show, featuring the U.S. Navy Blue Angels, will be held Saturday, April 21 at the Anderson County Airport beginning at 10 a.m.

The show is sponsored by the Hejaz Shrine Air Squadron and the \$2 admission will go to the Shriner's Hospitals for Crippled Children.

Beginning at 10 a.m. bands, including the Navy Imperial Country Band, will perform and the Hejaz Squares will demonstrate square dance steps.

At 12 noon, the air show begins with Russ Appleton, of Columbia, in his

Bellanca. Also performing will be a Pitts Special, six EAA aircraft and the Navy Shooting Stars Parachute Team. The show will conclude with the aerial performance by the Blue Angels.

People flying to the show should plan to arrive before 12 noon. The airport will close transient traffic at noon. During the show, airspace will be restricted up to 5,000 feet vertically and 1,500 feet horizontally from the main runway. Sandwiches, hot dogs and cokes will be available during the show. The show should end about 3 p.m.

Blue Angels To Perform At Anderson

**SOUTH CAROLINA
AERONAUTICS COMMISSION**

Created in 1935 to foster air commerce within the state; to have supervision over aeronautical activities and facilities in the state; to promulgate and enforce rules and regulations regarding the licensing of airplanes and pilots and to cooperate in the establishment and operation of airports.

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Governor

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Offices at Columbia Metropolitan Airport
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S.C. 29202

Pending Legislation

Bill Would Assess 4% Tax On Casual Sale Of Aircraft

Several bills have been introduced in the South Carolina General Assembly this year which affect the aviation community, including a bill which would levy a four percent tax on the casual sale of motor vehicles, boats, motors and aircraft.

HOUSE BILL 2171 provides that the tax be levied for the issuance of every certificate of title (or other proof of ownership) for those vehicles, boats, motors or airplanes which are required to be registered and licensed and on which no sales or use tax has been paid. In other words, a person would be required to pay a four percent tax if he bought an airplane, vehicle or boat from an individual before he could get title to the property.

Property which is being transferred to members of the immediate family when no money is involved is excluded from the tax; so is that property which is transferred to a legal heir, legatee or distributee and that transferred from an individual to a newly formed partnership or corporation. Currently in the HOUSE WAYS AND MEANS COMMITTEE.

HOUSE BILL 2385 provides a portion of the taxes collected on airline company aircraft used in the state be allocated to air carrier airports. According to the bill, each air carrier airport would receive an amount equal to the sum of: a) one half of the total proceeds collected divided by the number of air carrier airports. b) one half

the total collected times the ratio of the total number of passengers enplaned on air carriers at that airport to the total number of passengers enplaned on airline company aircraft in the state. The bill is currently in the HOUSE WAYS AND MEANS COMMITTEE.

HOUSE BILL 2595 would amend section 15-9-390, S.C. Code of Laws, 1976, relating to the service of process on nonresident operators of aircraft so as to provide for service in like fashion on nonresident owners of aircraft and to increase service fees. Currently in HOUSE JUDICIARY COMMITTEE.

HOUSE BILL 2385 would amend section 41-1-130 of the Code relating to definition of 'employee' for workmen's compensation purposes, so as to include all officers and employes of the S.C. Wing, Civil Air Patrol when in the course of authorized duty. Currently in the LABOR, COMMERCE AND INDUSTRY COMMITTEE.

SENATE BILL 278 would amend section 55-1-60, 1976 code, requiring the operator of an intrastate scheduled airline service to obtain a certificate, so as to delete the requirement that equipment used by such airline be approved by the State Aeronautics Commission prior to issuing such certificate. Currently in SENATE TRANSPORTATION COMMITTEE.

continued from page 1

Awards Banquet

However, there will be a safety meeting in Greenville so those who attend the banquet will still get to see some of the excellent tape-slide presentations that were to have been shown in Charleston. Frank Kelley, Accident Prevention Specialist with the Columbia GADO, will be showing the slides from 5:30 p.m. until 7 p.m. and again after the banquet.

Also as part of Safety Week activities, accuracy landing contests will be held this month at Owens Field, Walterboro, Spartanburg, Sumter and Aiken. (See last month's newsletter for contest rules) Winners of the regional contests will compete April 14 in Camden for the state championship.

And to wind up activities, an air show featuring the U.S. Navy Blue Angels, will be held at the Anderson County Airport Saturday morning beginning at 10 a.m.

Safety Week Proclaimed

Gov. Richard W. Riley has proclaimed the week of April 15-21 as Aviation Safety Week and issued a proclamation officially recognizing the week as such.

The proclamation reads:

WHEREAS, the South Carolina Aeronautics Commission and the General Aviation District Office of the Federal Aviation Administration are observing the week of April 15 through April 21, 1979 as "Aviation Safety Week;" and

WHEREAS, South Carolina, over the years, has enjoyed an outstanding aviation

safety record; and

WHEREAS, The officials and individual pilots responsible for this outstanding record deserve commendation.

NOW, THEREFORE, I, Richard W. Riley, Governor of the State of South Carolina, do hereby proclaim the week of April 15 through April 21, 1979 as AVIATION SAFETY WEEK and I urge all South Carolinians to pay special recognition to our officials and pilots for their fine work in this field.

Beaufort County Gets \$610,800 For New Runway

Beaufort County Airport Commission has been awarded a \$610,800 Airport Development Aid Program (ADAP) grant for a new runway which will be built on the site of the present 3,000 foot strip at Frogmore.

The present runway 04-22, sandwiched between the coastal marsh and U.S. 21, will be turned about 20 degrees so the approach end will not abut the road. The new 06-24 alignment will provide room for a 1,000 foot clear zone on the 06 end with a 20:1 approach slope and a 1,700 foot clear zone on the 24 end with a 34:1 approach slope.

The total project cost is estimated at \$763,500. The ADAP grant will fund 80 percent of the cost. The South Carolina Aeronautics Commission and Beaufort County will each fund 10 percent of the project, or \$76,350.

Glenn Lott, consultant for Wilbur Smith and Associates, explained that the project would be done in two phases: The first phase, for which funds have been allocated, will be for land acquisition, grading and drainage work—primarily site preparation.

The second phase would include paving the runway, construction of a stub taxiway and ramp area and lighting. Lott said he hopes a federal grant for phase two can be obtained in the first quarter of the federal fiscal year beginning Oct. 1.

The federal monies allocated were approved for construction of a 3,000 foot runway. However, the county may increase the length to 3,430 using state and local funds if those funds are available.

Lott said the project should go out for bids around the middle of June. Construction should start shortly after that.

FAA Grants \$2.3 Million For Airport Planning

'Fritz' Weickhardt Joins Hawthorne

The Department of Transportation awarded grants totalling \$2.3 million under the Federal Aviation Administration's airport Planning Grants Program during the first quarter of fiscal year 1979.

A total of 45 grants were awarded to public agencies in 22 states and the District of Columbia during the three-month period ending Dec. 31, 1978.

Among communities awarded grants for the development of individual airport plans, the largest went to Boston for the first part of a two-phase comprehensive master plan for Logan International Airport. The \$290,767 grant will be used to forecast future traffic demands and facilities requirements at Logan, and to evaluate the airport's access roads and surface traffic patterns.

Spartanburg Ninety Nines To Host Southeast Meeting

The Blue Ridge Chapter (Spartanburg) of the Ninety-Nines, Inc. will host the Southeast Section Meeting of the group in Asheville, N.C. April 20-22. Approximately 125 women pilots from Florida, Alabama, Mississippi, Tennessee, North and South Carolina will attend the meeting.

Tucson received a \$89,969 grant to update its master plan for Tucson International Airport, and Birmingham, Ala., received a \$82,112 master planning grant for the new Adamsville Airport.

System planning grants totalling \$964,175 were awarded to six states and two metropolitan areas. Indiana (\$334,068) and California (\$144,448) received grants to prepare initial state aviation system plans, while Tennessee (\$97,000) and New Jersey (\$70,000) will use their funds to update their state airport system plans. The grants to Massachusetts (\$100,000), Virginia (\$81,634), and the Houston-Galveston (\$52,500) and Washington, D.C., (\$84,525) metropolitan areas represented additional funds for planning studies already underway.

The remaining 34 grants were for the preparation of airport master plans—eight for airports serving airlines certificated by the Civil Aeronautics Board, including one commuter airport, and 26 for airports serving general aviation (non-airline) aircraft.

(For information on specific airport projects, call FAA regional offices or write to the Federal Aviation Administration, Office of Public Affairs, APA-300, 800 Independence Ave., S.W., Washington, D.C. 20591.

Hawthorne Aviation of Charleston has announced that A.F. "Fritz" Weickhardt has joined the company. Weickhardt will fill a newly created position within the FBO, Director of Customer Services. Weickhardt brings to Hawthorne over 25 years of experience in the operation and maintenance of all size jet and turbo-prop airplanes.

Hawthorne President Vernon B. Strickland says creation of the new position and the selection of Weickhardt is a move to strengthen the company's position in the turbo-prop and jet maintenance business. As Director of Customer Services, Weickhardt will be responsible for all maintenance, avionics and retail parts functions for the company.

Anderson Gets Grant To Resurface Runway

The Anderson County Airport has received a \$391,440 federal grant to strengthen and mark runway 5/23, a 5,000 foot runway. The ADAP grant will fund 80 percent of the project. The remaining 20 percent will be paid for by SCAC and local monies.

Spray Clinic Planned May 10 At Clemson

The S.C. Agricultural Aviation Association's annual spray clinic will be held May 10 at Clemson University.

Operators will bring their aircraft and participate in aircraft calibration and analysis of spray patterns.

Dr. Barry Jacobson, a plant pathologist from the University of Illinois, will lead the sessions on calibration. There will be time for calibration runs with aircraft and Dr. Jacobson will evaluate spray patterns and assist operators in adjusting their patterns as necessary.

TENTATIVE PROGRAM

- 9 a.m. Arrival and Welcome (Clemson University)
- 9-10 a.m. Slide Show, calibration discussion (ag. building)
- 10-12 p.m. Flying aircraft calibration
- 12:15-1:15 p.m. Lunch (ag. building)
- 1:15-2:15 p.m. Slide show, guidelines to reduce drift and increase performance (Chevron Co.)
- 2:15-3 p.m. Mixing demonstration and flying demonstration—the right way and the wrong way (Chevron Co. and Clemson)
Spray Systems (NALCO Chemical Co. and SCAAA)
- 3-5 p.m. Flying aircraft calibration and spray pattern analysis. (Dr. Barry Jacobson)
- 5 p.m. Adjourn

Any Ag operator who wants to attend but who has not received a card from Clemson University, may call or write Dr. Ben Kissam, project leader professor, department of entomology and economic zoology, 105 Long Haul Road, Clemson University, 29631.

The clinic is sponsored by Clemson University, Chevron Oil Co. and the SCAAA.

Rain date for the clinic will be the next day, Friday, May 11.

FAA Moves To Replace Flight Progress Strip

The FAA has awarded a \$2.6 million contract to Sanders Associates, Inc., of Nashua, N.H., for an automated system to replace one of the oldest tools used in air traffic control work—the flight progress strip.

The flight progress strip is the primary means of providing controllers with the identity, route and assigned altitude of aircraft scheduled to come under their control. As a plane leaves one controller's area and enters the airspace of the next controller along its path, information on the flight is typed out automatically on these 8 by 1¼-inch strips of paper.

A data controller or his assistant then mounts the strip in a holder and arranges it in proper order in a rack for the radar controller who is about to assume responsibility over the flight. If the plane changes altitude or flight route, the strips must be updated by hand and the new information typed manually into a central computer.

But the new Electronic Tabular Display System to be built by the Sanders would present this data on an electronic display next to the radar scope on controller consoles. The controller could enter any changes in the plane's pre-filed flight plan with a touch of the finger on the face of the display.

Sanders is to build an engineering model of such a computer based system, which will essentially be a system of interlinked data processors with appropriate displays and message entry devices.

It will reduce the clerical workload on controllers, as well as cut down on the number of telephone calls they presently have to make to relay information. The Electronic Tabular Display System, thus, will relieve controllers of routine, mechanical tasks so that they can spend more time on decision-making and other critical air traffic control functions.

The contract calls for Sanders to deliver the engineering model to FAA's National Aviation Facilities Experimental Center in Atlantic City in February 1980. Experts there will evaluate the system for six months to develop design specifications for a production model.

Present FAA plans are to install the system in nearly all of the agency's air route traffic control centers during 1984 and 1985.

FAA Extends Comment Period For Helicopter Rule Revision

The Federal Aviation Administration has given the public an additional 60 days to submit proposals for the agency's planned overhaul of the rules governing the operation and certification of helicopters.

The deadline was extended from March 31 to May 31 at the request of the of the Helicopter Association of America and the Civil Aviation Authority of the United Kingdom. Both organizations said they were unable to develop constructive proposals by the original deadline.

The purpose of the FAA's "Rotorcraft Regulatory Review Program" is to update existing helicopter

regulations to reflect recent advances in helicopter design and operating capabilities. A Regulatory Review Conference will be held in early fall to discuss the proposals.

The request for proposals was contained in a notice published in the Federal Register of January 15.

Proposals should be sent in duplicate to: Rotorcraft Regulatory Review Program, Notice No. 79-1, Federal Aviation Administration, Flight Standards Service, Operations Review Branch, AFS-920, 800 Independence Ave., S.W., Washington, D.C. 20591.



Terminal Nearing Completion

The Lancaster Airport Terminal building, a 2,500 square foot structure of concrete and brick structure, is nearing completion. It will include classrooms, a large conference room, lounge, office space and restrooms. An adjoining parking lot will accommodate 50 cars. At right, a Lockheed Jetstar—indicative of the kind of industrial aircraft that come to Lancaster—is seen through the front of the terminal. Airport officials say the new building will help attract even more industry to the area in the future. The building was funded with an EDA grant and state and local funds. (Aeronautics Commission photos)



FAA Notes

'RIGHT' Is Not Always Right

By FRANK C. KELLEY
FAA Accident Prevention Specialist

A right turn to a landing at a non tower airport should not be done unless the airport displays approved light signals or visual markings indicating that turns should be made to the right. Recently, more of these reports are coming in to the FAA indicating serious problems. We quote, in part, what the regulations says about this:

FAR 91.89 - OPERATION AT AIRPORTS WITHOUT CONTROL TOWERS. "Each person operating an aircraft to or from an airport without an operating control tower shall - (a) In the case of an airplane approaching to land, make all turns of that airplane to the left unless the airport displays approved light signals or visual markings indicating that

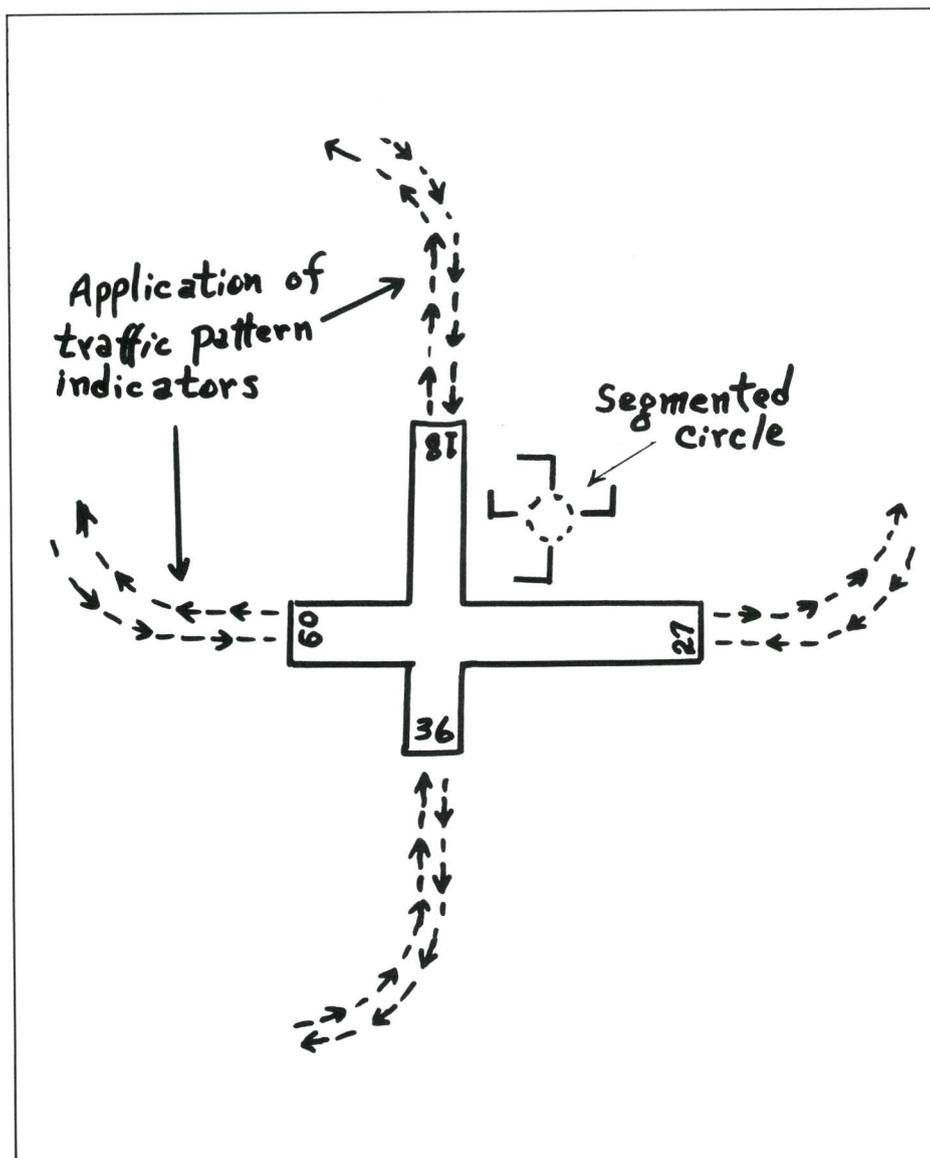
turns should be made to the right in which case the pilot shall make all turns to the right."

Notwithstanding the legal aspects of this problem, the most important thing is the hazard involved. The most deadly of all aircraft accidents, the midair collision, is the nightmare of all pilots and persons who travel by air. In a report released by the National Transportation Safety Board in 1972, it was noted that for 1968-1970, about 63% of the midair accidents took place in the vicinity of airport. In recent years, the percentage is less, however, aircraft congestion is greatest in the vicinity of airports. Another aircraft is hard enough to spot if you know where to look, consequently, if you are looking for aircraft to be in a left-hand traffic pattern and one shows up in a right-hand pattern, he is more difficult to see plus the more serious hazard of a head-on collision possibility of two aircraft on opposite base legs for the same runway.

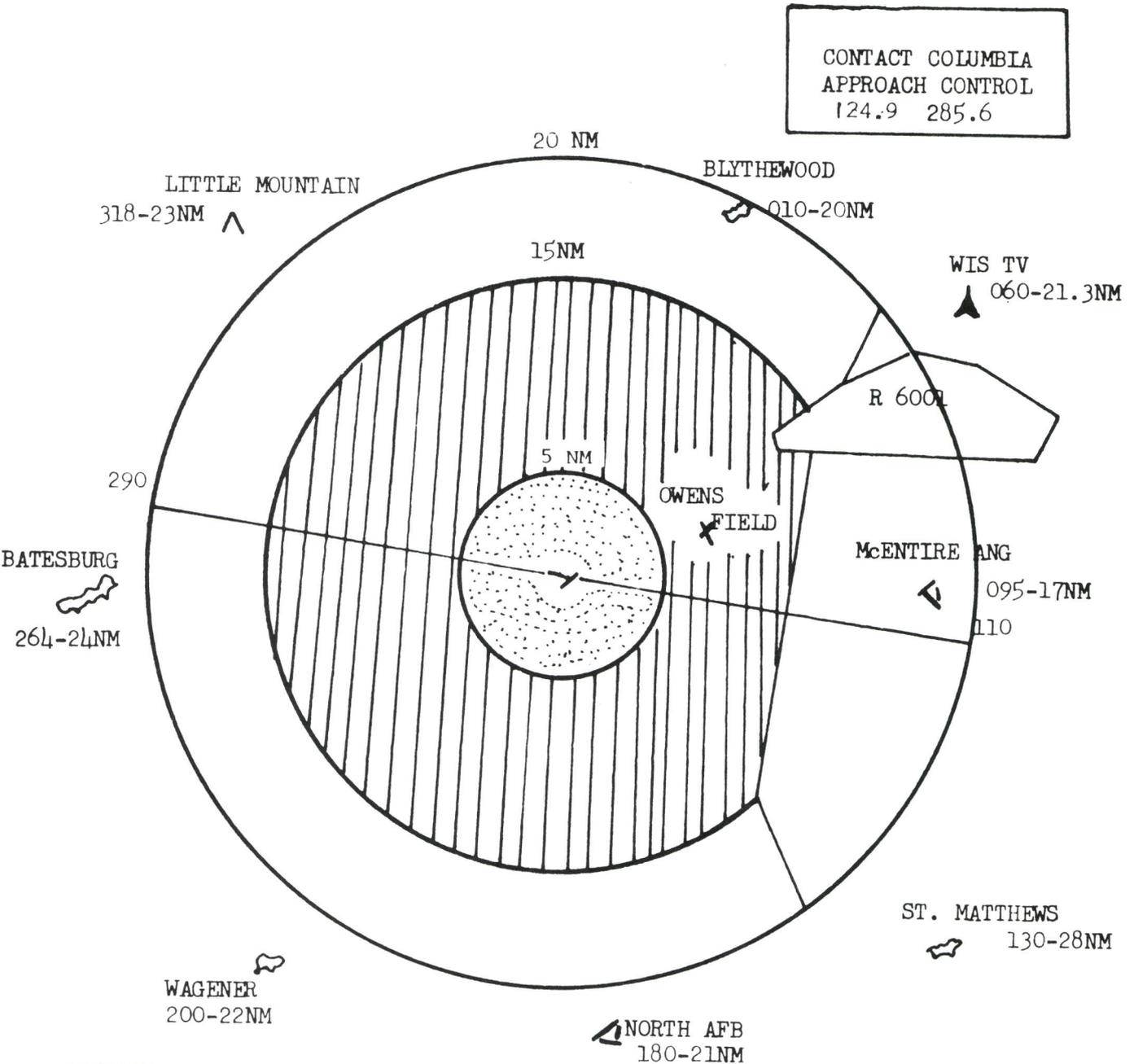
Let's look at an airport operation with a part-time control tower (S.C. has several of these). If there are **no** markings authorizing right traffic, a pilot could be in the traffic pattern making touch-and-go landings, using right traffic until the tower closes operations and then he would be required to change to left traffic.

Another problem develops when an airport is served by an FAA Flight Service Station (non tower) and a pilot calls in requesting or advising that he is making a right traffic pattern. The FAA does not control traffic (advisory only) and therefore cannot clear you to make right traffic and cannot stop you from doing so.

Any pilot who operates an airplane in right traffic patterns at non tower airports when lights or visual markings are not displayed authorizing right traffic is operating contrary to Federal Aviation Regulations and is subject to violation action. Flying left traffic when right traffic is indicated is likewise contrary to the regulations. Either of the above-cited operations can be extremely hazardous.



Columbia Approach Frequencies Changed



CONTACT COLUMBIA
 APPROACH CONTROL
 118.2 338.2

- LEGEND
-  SURFACE TO 6000 MSL
 -  2000 TO 6000 MSL

Beginning April 15, all aircraft should contact Columbia Approach Control on the following frequencies when or departing the TRSA. South sector (110-289) on 118.2 and 338.2. North sector (290-109) on 124.9 and 285.6. Frequency 126.1 will be decommissioned.

Address Correction Requested

Biennial Review Needed To Act As PIC

Although it's been a requirement since 1974, there are still some pilots who don't understand the Biennial Flight Review as outlined in FAR part 61.57.

The BFR is a "biennial" currency requirement; needed once every two years. If it is not accomplished every 24 months, a pilot may not act as a pilot-in-command.

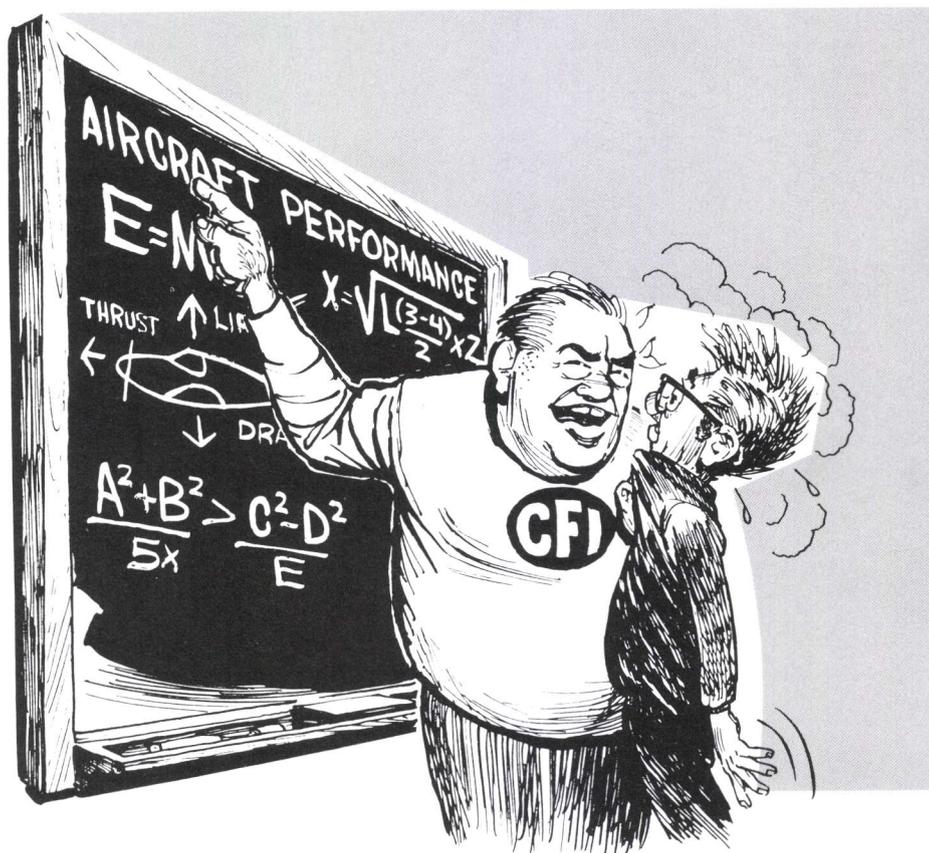
The BFR is NOT a test and failure to complete a BFR will not revoke your certificate.

The intent of the BFR is to give pilots the opportunity to have their competency and knowledge reviewed by an instructor of their choice. No one can "fail" the review and no record of it is sent to the FAA. The BFR can be likened to the process of "checking out" in a new aircraft. If you are determined by the instructor to be competent, he signs you off; if not, he does not fail you, but merely declines to sign off a completion.

But the BFR requires more than a demonstration of flying skills. To operate safely in the complex airspace of today, it is imperative that everyone flying be familiar with the rules and regulations. During the BFR your instructor will discuss the FAR's with you.

Again, this is not a test but a review; an opportunity for you to discuss the FAR's, question any that you don't fully understand, and refresh your memory on some longforgotten but important items.

The extent of the questioning and the content of the questions will be left to the discretion of the flight instructor. The questions could be in the area of basic weather minimums, pre-flight actions, aircraft performance, navigation charts,



You may be asked to show your understanding of the aircraft and its performance.

Airman's Information Manual, aircraft equipment, operations in controlled airspace, ect., with special emphasis on items which have been added or changed recently and items which pertain specifically to the category and class of your rating.

On the in-flight portion, you can expect to demonstrate your ability to handle the aircraft in various situations

by performing maneuvers selected by the reviewer. Again, this is left to the total discretion of the reviewer.

A person who has, within the preceding 24 months, satisfactorily completed a pilot proficiency check conducted by the FAA, an approved pilot check airman or a military pilot certificate, rating or operating privilege, need not accomplish the flight review.