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Aviation

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MAY, 1980

Governor Proclaims Aviation Month



Gov. Richard W. Riley Signs Proclamation on State Aircraft as SCAC Director John Hamilton looks on.

Gov. Richard W. Riley has proclaimed the month of May as Aviation Month in recognition of the significant contributions of General Aviation to the industrial and commercial development of the state and the fine aviation safety record of the state's pilots.

"Whereas, the officials and pilots and other involved in the aviation community responsible for this outstanding record and their contributions to the state's development deserve commendation.

"Now, therefore, I, Richard W. Riley, Governor, do hereby proclaim the month of May, 1980, as AVIATION MONTH and I urge all South Carolinians to pay special recognition to our officials and pilots for their fine work in this field.

Refresher Course, Several Air Shows Set During Month

An Aviation Refresher course designed to bring pilots up to date on changes in FAR's and reinforce basic knowledge in other aeronautical related areas will be held at Technical Education Centers around the state during the month of May.

The course will begin May 12 and will be offered each Monday and Wednesday evenings from 7:30 to 9 p.m. The lectures will be broadcast over closed circuit from the Columbia ETV studios. Participants will be able to ask questions of the lecturers following each presentation through a talkback hookup.

There is no registration fee and no pre-registration requirement. To attend the course, simply go to the TEC center nearest your home on the course nights and sign in. Each participant will be eligible for the \$50,000 airplane sweepstakes being offered by the General Aviation Manufacturers Association (GAMA).

The course will be held at the following TEC centers: Aiken, Beaufort, Chesterfield-Marlboro, Denmark, Florence-Darlington, Greenville, Horry-Georgetown, Midlands (airport and Beltline campus), Orangeburg-Calhoun, Piedmont, Spartanburg, Sumter,

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PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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Air Shows, Activities Set

Continued From P. 1

Tri-County, Trident (north campus and Palmer Campus), Williamsburg and York.

The course is sponsored by the S.C. Aeronautics Commission and the Columbia General Aviation District Office of the FAA.

Also during May, there are several aviation activities and air shows scheduled:

On May 17, there will be an air show and open house at the North American Institute of Aviation, (see article page 3). Also, on May 17, the Spartanburg EAA will hold a foothills fly-in, featuring a variety of antique, classic and homebuilt aircraft at the Spartanburg Downtown Airport.

On May 24, the Beaufort Marine Corp Air Station will hold open house and an exciting air show featuring the Blue Angels.

On June 1, Myrtle Beach Air Force Base will hold open house and sponsor an air show featuring the Thunderbirds. The public is invited to both shows and private aircraft will be allowed to arrive in the mornings before the shows begin.

On May 11 and May 25, the S.C. Breakfast Club will meet at Summerville and Anderson. Pilots are invited to fly into those airports and eat and talk with fellow aviators. Breakfast is at 10 a.m. so plan to arrive by 9:30 a.m.

Skylane, Skyhawk Groups Now Located in Camden

The Cessna Skylane Society (CSS) and the Cessna Skyhawk Association (CSA), two organizations founded to serve the thousands of Skylane and Skyhawk owners in this country and abroad, moved its home offices to Camden earlier this year when a South Carolina native took over as director.

Robert L. "Bob" Green took over the management of the two organizations in January from founder Paul Morton and is currently engaged in a membership drive.

The CSS and the CSA have more than 4,000 active members in the United States, Canada, Mexico, the Bahamas, England and France, but, Green said, the group has barely scratched the surface in recruiting new members. He said there are more than 26,000 Skyhawk and Skylane owners in the United States alone.

For \$12 a year, members receive a monthly six page newsletter plus an eight-page advertising supplement; they can take advantage of group rates on hull and liability insurance and they have access to a "hot-line" call in service to discuss any

problems they might encounter.

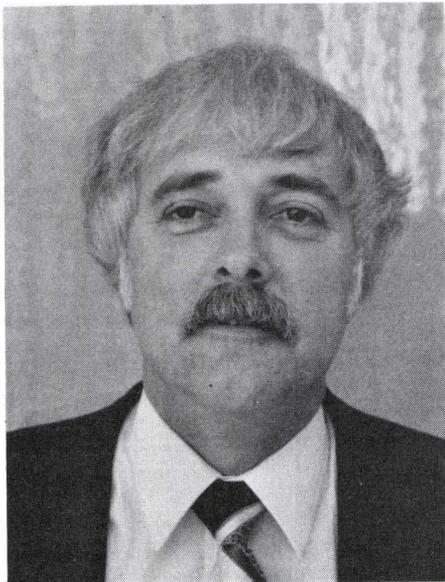
In August, an annual convention and fly-in is held at a major city giving members an opportunity to share ideas, experiences and fellowship with other Skyhawk and Skylane owners. This year's meeting will be held in St. Louis, Mo. Aug. 20-24.

Morton, a retired Braniff Airline Captain and vice-president of the American Bonanza Society, founded the two organizations in early 1975 to fulfill a need among Skyhawk and Skylane owners that the Bonanza Society was fulfilling for Bonanza owners.

As the organization grew and the workload increased, Morton, who was nearing retirement age, asked Green to take over day-to-day management of the organizations. Morton remains with the organizations in a consulting capacity.

Green said the offices are open from 9 A.M. to 5 P.M. Monday through Friday and he is available to help members that need it.

The addresses of both organizations are: P.O. Box 761, #3 Lafayette Court, Camden, S.C. 29020.



PHILIP LOFTIN
New Tower Chief

Loftin began his duties as chief of the Columbia Airport Control Tower Feb. 1. Prior to coming to Columbia, he served for two years as deputy chief of the Greensboro, N.C. airport tower. He has also served in Atlanta, Charlotte, Charleston, West Palm Beach and Key West, Fla. He is a licensed pilot holding commercial, multi-engine, instrument and glider ratings.

NTSB Finds

The National Transportation Safety Board (NTSB) said continued flight into adverse weather conditions was the probably cause of the crash of a Beech E35, N2059C, near Brunswick, Ga. on Feb. 6, 1979.

The aircraft collided with the ground while at normal cruise. The pilot was killed and the aircraft was substantially damaged. The board said factors in the crash were fog and a 400-foot ceiling. Weather conditions, which were IFR, also included rain and an overcast sky with visibility one mile or less.

The pilot, who had been weather briefed, was enroute in the aircraft without a flight plan from near Myrtle Beach to Miami, Fla. at the time of the accident. The non-instrument rated commercial pilot, 55, had logged 2,664 hours of flight time, 593 in type.

Conway Air Show Will Be A Treat For Whole Family

The Second Annual Air Show and Open House will be held at Conway-Horry County Airport, Rt. 378, on Saturday, May 17th from 10:45 a.m. until dusk.

Co-sponsored by North American Institute of Aviation and the Omar Shriners/Omar Chefs, the day will feature an "Event Fish Fry" by the Shrine, proceeds from which shall go to the Shrine's crippled children's hospitals.

The United States Air National Guard of South Carolina will open the show at 10:45 a.m. with a squadron fly-by of A-7 jet fighters.

All facets of aviation will be included, from balloons to corporate jets. As announcers, the show will feature Hugh E. Oldham, Jr., of Anderson, a long time pilot and encyclopedia of aeronautical knowledge and Kenny Ray of Conway radio station WLAT, an avid and accomplished pilot of radio-controlled model aircraft.

After the jet fighter fly-by, a demonstration of the skills necessary to handle radio-controlled model aircraft will take place.

The show will include a demonstration of non-powered flight by the Bermuda High Soaring School with a glider or "sailplane". Also on hand will be Henry Haddock of Kingstree, S.C. with an aerial spraying simulation demonstrating the control of agricultural pests and diseases.

Highlighting the show will be the aerial acrobatics of Russ Appleton and Bobby Jonte of Lexington, flying a Pitts Special and a Decathlon-plus some surprises--four separate shows in all.

Opening and closing the aerobatic portion of the show will be precision sky diving demonstrations by a team of parachutists headed by Jack Reed from Moncks Corner.

After the formal show (winds permitting) tethered balloon rides

will be made available to the public for a nominal charge by Link Groom of Orangeburg. Also available will be airplane rides for spectators at 2¢ per pound--so now's the time to go on that diet!

In addition to the aerial show, static demonstrations of antique aircraft, a U.S. Army UH-1 helicopter as used in Vietnam and modern corporate jets and tuboprops will be on the field.

Doorprizes will be awarded and admission to the air show is free.

Plane Beats Taxi in Airport 'Race'

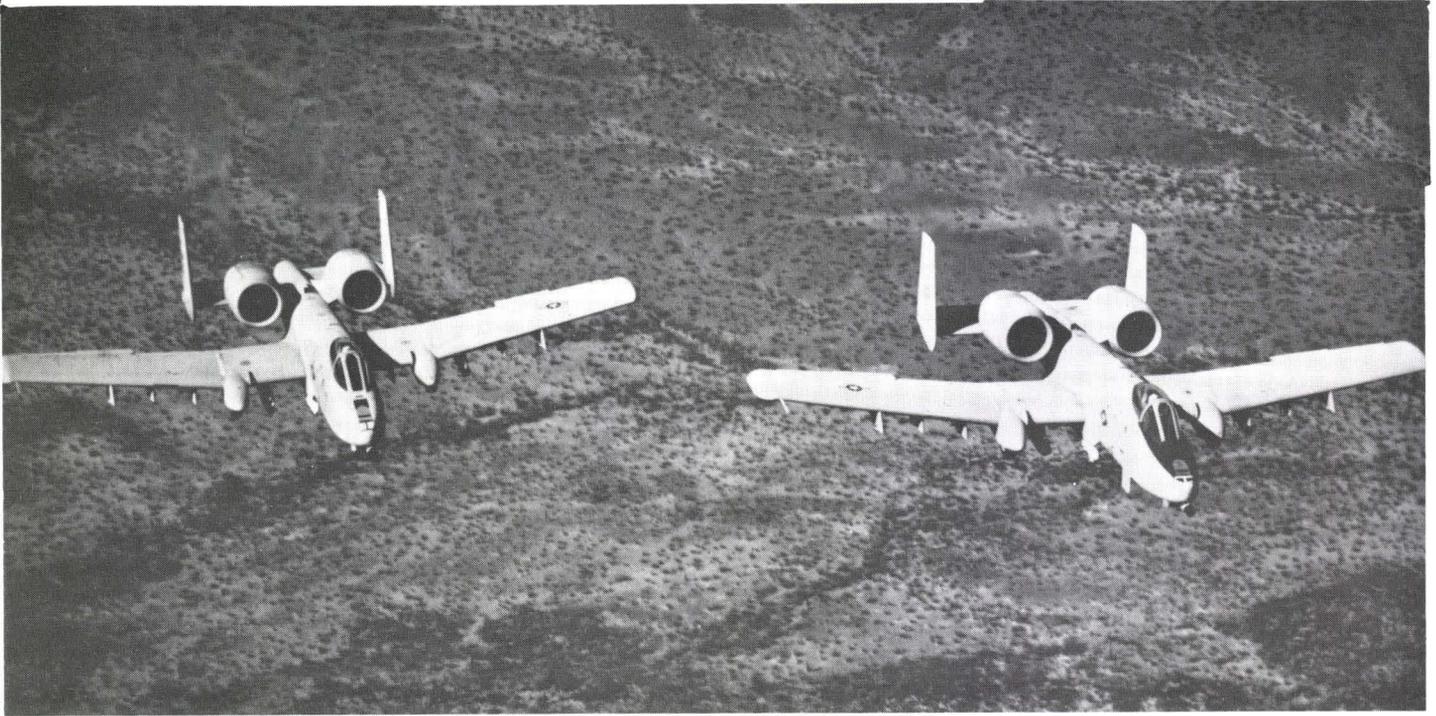
Ever wonder if its cheaper to fly or take a cab?

Trans World Airlines wondered and did something about it. The airline did some investigating and found it could get a passenger from Newark Airport to John F. Kennedy International quicker and cheaper.

TWA flight 122 makes a daily run from Newark to Kennedy, 21 miles apart. The flight originates in San Francisco, lands at Newark and makes the run to Kennedy to serve passengers bound for Europe and the Middle East.

The plane trip should only take about six minutes, but with takeoff and landing procedures, Flight 122 takes about 40 minutes. A taxi can make the same trip in about 45 minutes.

Flight 122 is free to passengers boarding in San Francisco. Those boarding at Newark pay \$26. Cab fare between Newark and Kennedy is about \$45.



Myrtle Beach is also “Warthog” Country

by MAJ. ROBERT SIMPSON
Myrtle Beach AFB

Myrtle Beach, South Carolina and the “Grand Strand” have historically been a favorite vacation area, offering excellent recreation and a wide variety of entertainment. Myrtle Beach is also home for the 354th Tactical Fighter Wing which operates the Fairchild-Republic A-10, affectionately known to its pilots as the “Warthog.” If you happen to be planning a flight into Myrtle Beach, Conway, Georgetown, Florence or Sumter you will be in the heart of “Warthog Country” and there are some interesting things you might like to know about A-10 activities in eastern South Carolina.

First of all, the A-10 is a large aircraft with overall dimensions exceeding 50 feet in length and span. For the untrained eye, the A-10 may look as though it is flying lower or closer than it actually is. The plane is built around a 30mm gatling gun which is designed to “kill” enemy armor

and, in general, make life miserable for the unfriendly folks opposing our ground forces. The A-10 is powered by two turbofan engines and despite its size is a highly maneuverable, responsive, and an exceptionally dependable steed.

Approximately 1400 A-10 sorties are flown out of Myrtle Beach AFB each month with the majority of the operations being conducted at very low altitude and at approximately 250 knots. The A-10 pilot uses no “magic” system to navigate throughout the area but instead employs what we call Low Altitude Tactical Navigation or LATN. Essentially, this means the pilot uses a map and good pilotage techniques. If you are transiting the countryside at less than 1500 feet, your chances of encountering a pair of A-10s is significantly increased.

Flying low is serious business to the “Warthog” pilot because it is his primary means of survival in combat. Low altitude operations are the key to

thwarting the highly sophisticated air defenses being developed and deployed by our potential enemies. Additionally, the terrain of South Carolina is strikingly similar to what can be expected in Western Europe and provides an excellent training environment for our pilots to sharpen their skills. We recognize that our low altitude operations do impact on the general aviation community and although our training is essential to the survivability of our pilots, we attempt to conduct our flights with a minimum disturbance to the civilian population and general aviation operations.

If you have any questions or inquiries about A-10 activities in your area, you may contact the 354th TFW Airspace Manager at 238-7021 or the Wing Public Relations office at 238-7552. We will be happy to help you. Enjoy the surf, sun and attractions along the Grand Strand this summer. Fly safe and welcome to “Warthog Country!”

Groom's Balloon: Orangeburg Man gets his Rating

Balloons--large, colorful shapes evoking memories of aviation's romantic past--have always fired the public's imagination but because of logistics problems and expense, they have caught on in only a few areas of the country.

Link Groom, a 30-year-old corporate pilot living in Orangeburg debated the pros and cons of balloon ownership for a year before taking the plunge. In March, he became the first person to receive a balloon rating from the Columbia, GADO, at least in recent times.

Columbia GADO chief John Cureton said, "I've been here for almost 12 years and this is the first request that we've even had for one. This is one of those kinds of things that, for one reason or another, has never caught on in this part of the country," he said.

But L. P. Sherer, the FAA inspector who gave Groom his check ride thinks we will be seeing more balloons around the state in the future.

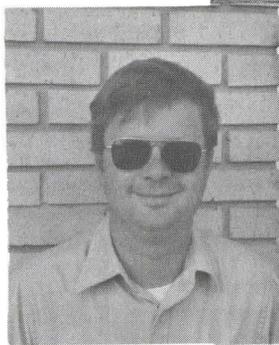
"I think its the coming thing. I think you will see more and more of it just like you do gliding. People are going to have their entertainment; they are going to have their boats, their balloons as long as they can afford it.

Groom agrees: "I think South Carolina is ripe for it. I think it's gonna go. I've spent a lot of money that says it's gonna go.

Last December, Groom bought a Raven RX7 hot air balloon made in Sioux Falls, S.D. Its 75,000 cubic foot envelope, heated by a 12 million BTU butane burner, is capable of lifting three persons, temperature permitting.

Groom trained in the balloon and received his commercial rating March 27. He has formed a small company--Balloons, etc.--and will be flying the craft at air shows around the state, giving pleasure rides and lessons to subsidize his purchase.

It doesn't take many hours to get a balloon rating. Power pilots can get a private rating in 10 hours and a commercial certificate in 20, and commercial balloonists can give instruction. But balloon training is relatively expensive compared to power flying. One hour costs about \$100. The student must pay not only for the balloon but for the ground crews and chase vehicle as well.



And there are disadvantages to balloon flight as well. They differ in one major respect from power and sail aircraft. They have no directional control. A balloon flight is always in the direction of the wind. So, if you don't want to go which way the wind is blowing, you just don't go.

But if you can scrape up the money and want to put out a little effort it's "kinda neat," as Groom says. He likes to go up in the early morning or late evening when the winds are calm and the air is quiet.

"Those early mornings you get

up at the crack of dawn, you are airborne at sunrise and the whole world's down there sleeping--you're just drifting silently above."

For those persons who like to get up early, Groom will give them a beautiful ride for \$50 per person, minimum two persons, please. This summer, if you go to any airshows, you are likely to see his colorful red, white and blue striped balloon--you can hardly miss it--go over and chat a while and you may too become a convert.



Aeronautics Helicopter helps Firemen practice Repelling

Four From South Carolina to Enter Women's Air Race

Four persons from South Carolina, all from the Greenville area, will race in the Air Race Classic Ltd., the women's air race which succeeded the famous Powder Puff Derby.

The race this year will begin in Corpus Christi, Tex. and end in Columbia June 13. It will cover a distance of 2,433 miles with stops in Abilene, Tex.; Fort Smith, Ark.; Salina, Kan.; Waterloo, Iowa; Marion, Ill. and Huntington, W. Va.

Participants from South Carolina are Carolyn Pilaar and Gary Wheeler flying a Decathlon and Anna Kate Hipp and Merry Robertson flying a Beech.

The race began in 1945 as the Powder Puff Derby. In 1976, the derby decided to discontinue the event, but some of the former racers who didn't want to give up the fun and excitement of cross-country racing decided to form another race, the Air Race Classic.

For the last two years, Hughes Airwest sponsored the race but they liked the race to stop where

their airline did. Because of the difficulty in selecting courses suitable for shorter-range aircraft, the race was unable to continue with Hughes Airwest.

Breakfast Club



The S.C. Breakfast Club will meet at the following locations in May and June:

May 11	Summerville
May 25	Anderson
June 8	Georgetown
June 22	Timmonsville (Huggins Airport)

Persons flying in to the meetings should plan to arrive by 9:30 a.m. at the latest. Breakfast is at 10 a.m.

Aviation Calendar

MAY: Aviation Refresher Course, Monday and Wednesday evenings during the month from 7:30 to 9:30 p.m. at area TEC centers. 758-2766 for information.

MAY 17: Air Show and open house at North American Institute of Aviation, Conway-Horry County Airport. Co-sponsored by the Institute and Omar Shrine for the crippled children's hospitals. 10:30 to 4 p.m.

MAY 17-18: EAA Foothills fly-in. Spartanburg Downtown Airport.

MAY 24: Open house and air show featuring the Blue Angels. Beaufort Marine Corp Air Station. 10:30 a.m. to 2 p.m.

MAY 28-JUNE 1: Dedication of FAA's new research complex; open house; tour of new visitors center; National Aviation Facilities Experimental Center (NAFEC), Atlantic City, N.J. Call (609) 641-8200, ext. 1101.

JUNE 1: Open house and air show featuring the Thunderbirds at Myrtle Beach AFB. 10:30 a.m. to 2:45 p.m.

JUNE 10-13: Air Race Classic, Ltd., beginning in Corpus Christi, Tex., ending in Columbia.

JUNE 26: Greenville TEC, FAA safety meeting, 7:30 p.m.



Hunter Sheridan Presents Plaques to John Hamilton, left, and Alan Alexander

Hamilton, Alexander Cited By U.S. Customs

John W. Hamilton, director of the S.C. Aeronautics Commission and Alan Alexander, assistant-to-the-director, were cited recently by the U.S. Customs Service for their help in apprehending marijuana smugglers.

Hamilton and Alexander were each presented a plaque at the Commission's monthly meeting April 16. The plaque reads: "In recognition of the dedicated and professional assistance that you

have provided the U.S. Customs Patrol in combatting drug smuggling in the state of South Carolina."

Hunter Sheridan, supervisory customs patrol officer, said the cooperation afforded by Mr. Hamilton and Mr. Alexander was directly responsible for the capture of "four or five aircraft in the last 12 months."

Sheridan singled out a particular operation in March and

April which lasted 22 days and resulted in the capture of a Cessna 180 near Aiken.

"If it hadn't been for the excellent cooperation we received from the Aeronautics Commission, we probably wouldn't have gotten it," he said.

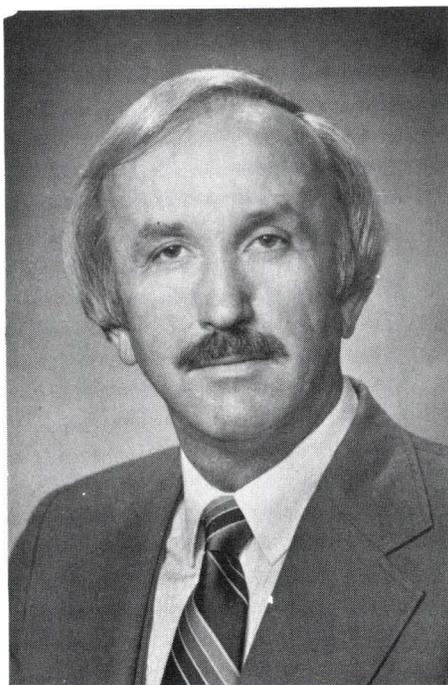
Alexander, a member of the Army National Guard, is an experienced helicopter pilot and frequently flies the Commission's UH-1B "Huey" on law enforcement missions.

Lamar Promoted At Hawthorne

Vernon B. Strickland, President of Hawthorne Aviation in Charleston, announced that Richard E. Lamar has been promoted to General Manager of the company's Government Contracts Division. Mr. Lamar was Division Marketing Manager prior to his promotion.

During his three years at Hawthorne, Mr. Lamar has also served as Project Manager at company contract sites in Oklahoma City, Oklahoma, and Cumming, Georgia. Prior to joining Hawthorne, Mr. Lamar was Senior Marketing Manager for Dynalotron Corporation in Fort Worth, Texas.

As General Manager of the division, Mr. Lamar will be directly responsible for the company's existing government contracts plus all marketing efforts.



Richard E. Lamar

Hawthorne Awarded Maintenance Work

The award of an aircraft maintenance contract to Hawthorne Aviation of Charleston, South Carolina has been announced by the Fort Bliss, Texas Procurement Office. The contract, which requires a 60 person work force on site in El Paso, calls for providing maintenance services on Army fixed wing aircraft and helicopters. Work will begin on May 1, 1980.

Hawthorne has similar contracts at Fort Sill, Oklahoma and Fort Huachuca, Arizona, plus a Corps of Engineers contract that calls for management, maintenance, and operation of Lake Sidney Lanier in northeast Georgia.



SOUTH CAROLINA AERONAUTICS COMMISSION

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Beta Sigma Phi Airshow to Feature Dr. Harbold, Dwight Cross at Cheraw

Two top-rated aerobatic pilots, Dr. Butch Harbold and Dwight Cross Jr., will be among the performers at the Beta Sigma Phi Air Show Sunday, June 1, at the Cheraw Airport.

Proceeds from the three-hour spectacular will go towards purchase of an EKG machine and a heart monitor for the Chester Rescue Squad, and many of the performers are donating their time and talents for the fund-raising event.

Dr. Harbold is a practicing cardiologist in Charlotte, N.C. The son of an Air Force general, he has been flying for more than 23 years and accumulated more than 4,500 hours in single-engine aircraft.

Dr. Harbold graduated from West Point in 1956. He flew T33, F86 and F100 jets in the Air Force for five years. He then entered George Washington University Medical School and continued flying F-100's with the National Guard for five more years. Since then, he has flown only for fun and travel in standard light aircraft--until he began flying his Super Chipmunk in airshows and aerobatic contests in 1976.

The Chipmunk was built in 1952 and used by the Royal Canadian Air Force as a basic trainer until 1964. After civilian purchase, it

underwent extensive modification which included adding a larger engine, shortening the wings, increasing aileron and elevator travel, and strengthening all major flying surface supports. The plane will cruise at 150 MPH, with a top speed of 225 MPH. It is powered by a 260 HP Lycoming engine.

A few of the maneuvers Dr. Harbold is planning for the Cheraw show include outside loops, inverted spins, "heart loops," eight-point rolls, inverted pass, 45-degree inverted climb with roll and turn and many others.

Another popular figure in the world of aerobatic flying is Dwight Cross, a Huntersville, N.C. Chevrolet dealer. Like Dr. Harbold, Cross is an Air Force veteran. He learned to fly in the T-6, T-28, and jet T-33. As fighter pilot in the Air Defense Command, Cross flew the F-94 C all weather jet interceptor.

When he left the service in 1956, Cross started flying on the airshow circuit. Since 1970, he's been flying a Pitts Special biplane, one of the best aerobatic planes in the air today, according to many pilots. He has been the backup pilot for Carowinds Theme Park for the past five years.

It takes some tricky flying to put out fires from the air, and spectators at the Cheraw Air Show will have a chance to watch an expert. Ed Cole, a Norwood, N.C., crop duster, will demonstrate the specialized flying techniques involved in aerial firefighting. He plans to build a fire on the ground and dump 250 pounds of water on it from the air, the same way he would if it were a forest fire.

Other flyers include Danny C. Bryan of Monroe, N.C., representatives of JAARS (short takeoff and landing planes) from Waxhaw, N.C., the Raeford Jump Team from Raeford, N.C., Russ Appleton from Lexington, Dr. Joe Newsom of Cheraw and Jim Starling of Columbia, flying Dr. Newsom's antique biplane. The Cheraw National Guard will have displays and a helicopter on hand, and the S.C. Breakfast Club Flyers will be there with their hot air balloon.

Tickets are available from any member of the Beta Sigma Phi sorority, or at the gate. Advance tickets are \$3; tickets at the gate will be \$4. Children ages 6 to 10 will get in for \$1, while youngsters under school age will be admitted free. A list of ticket outlets will be announced soon.