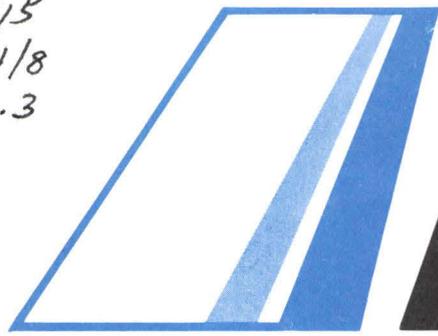


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Palmetto AVIATION

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JONATHAN HOWE
FAA Regional Director

S.C. Airports Conference Sept. 8-10 at the Beach

The Fifth Annual South Carolina Airports Conference will be held Sept. 8-10 at the Sheraton Myrtle Beach Inn, North Myrtle Beach.

This year's luncheon speaker will be Jonathan Howe, a Yale trained lawyer who was appointed director of the FAA Southern Region in September, 1981.

Prior to his appointment, Howe was Deputy Regional Director of the FAA Northwest Region in Seattle, Wash. He began his career with the FAA in 1963 as a regulations attorney in the Washington office.

Howe has an ATP certificate, a Cessa Citation type rating and holds airplane single and multi-engine land and flight instructor certificates. he has

4,275 hours flying time. He has been employed as a corporate pilot and air taxi pilot and operated his own part time air taxi business.

Conference registration will be Wednesday afternoon, Sept. 8. A pre conference cocktail party will be held that evening.

Thursday, business sessions will include "Consultant-Client Relationships for Airports," and "Construction Inspection for Airports."

Friday morning, Gordon Barrington of Delta Airlines will talk about "Air Carrier Service in South Carolina." A session on "Airport Development in South Carolina, 1982-83" will follow. ➔

Construction funds frozen

Five-year airport plan completed

The staff of the South Carolina Aeronautics Commission recently completed a five-year capital improvement plan for airport development which envisions spending more than \$86 million on general aviation and air carrier airports in the state.

Of the total amount projected, more than \$67 million would come from Federal Aviation Administration (FAA) funds, \$9.6 million would come from state funds and \$9.5 million from local funds.

Jimmy Goff, Assistant to the Director for Airport Development and Planning, said the document will be used as a planning guide during the next five years as money becomes

available for airport construction.

Goff pointed out that there is no FAA funding available now for airport work, pending passage of a new airport construction funding bill by Congress. Also, the State Budget and Control Board has frozen all appropriated bond money for state capital improvement projects, except for those began before Oct. 1, 1981. Last year was an off year and no bond money was requested.

"Our problem is that the money is frozen right now," Goff said. "That's why the Commission isn't approving any new projects — because they don't know when the money will be released."

Goff said recent news articles may have given the impression that some money was available because the Joint Bond Review Committee released \$1.1 million for capital improvement projects for the Aeronautics Commission and other agencies. but, he said, that was old bond money, allocated for airport projects that were never begun.

When new construction money is made available, Goff said the staff will use the five-year plan as a guide in determining needed improvements. Those that are necessary for safe aircraft operation will receive the highest priority. ➔



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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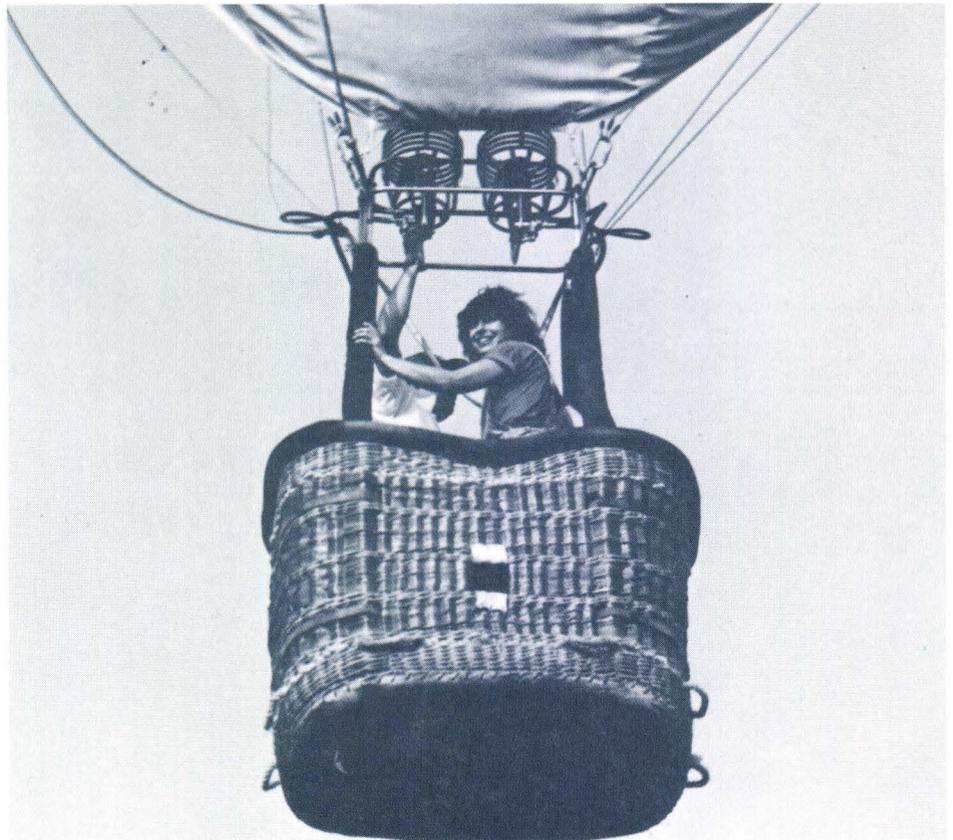
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Staff

John W. Hamilton
Director
Bill Goodwin
Editor

Offices at Columbia Metropolitan Airport
Mailing Address
P.O. Drawer 1987
Columbia, S.C. 29202
Phone: 803 758-8037



Freedom Weekend Aloft

The first Greenville Balloon Festival, "Freedom Weekend Aloft," attracted 182 hot air balloons from all over the country and thousands of spectators during the three-day holiday weekend July 3, 4, and 5. No balloonist managed to grab the keys to a classic Rolls Royce from a Donaldson flagpole, but several hundred dollars in other prizes were given to first, second, and third and fourth place winners in an accuracy bomb contest. (Aeronautics Commission photo)

Some salvaged aircraft to go to USS Yorktown

USS Yorktown CV-10 Association has received permission from the Navy to recover preserved warplanes from the bottom of Lake Michigan just 30 miles from Chicago.

The planes were ditched by pilots on training flights during World War II when they ran out of gas, missed landings on carriers or while encountering other emergencies.

James T. Byron, director of the Association said, "As many as 100 or so planes were lost, and perhaps half of them are still in good condition and some in mint condition, sitting on the bottom (of the lake) with their landing gear down."

Their locations have been logged and salvage operations will begin soon

with the possibility of raising several during the summer.

Some 20 scuba-diving clubs and 100 divers will be involved, volunteering their services. The Association will provide oxygen for tanks and fuel for their boats. After restoration, the planes will go to Navy-approved museums, such as the aircraft carrier Yorktown, moored at Charleston, S.C.

Eleven SBD Dauntless Dive Bombers are on the lake bottom, as well as six F41 Grumman Wildcats and 12 TBF Grumman Avengers, the only ones known to exist. There are also reported to be three F6F Hellcat fighters in the lake. ➔



New Bennettsville Terminal

Bennettsville Terminal Construction Underway

Construction is underway on a new 3,500 square foot terminal building at the Bennettsville Airport which will provide an attractive, modern facility for visitors and passengers to meet or wait on flights.

According to Bobby Avent, architect with W. Powers McElveen and Associates, the building will have an airport office, a lounge and lobby area, a conference room, public rest rooms and a multi-purpose room which can be used as a classroom.

The \$175,000 project is being funded with an \$87,500 grant from the S.C. Aeronautics Commission and a like amount in county funds.

Sen. John C. Lindsay (D-Marlboro) said he considers the building an investment in the future.

"It will be a great assistance to local industry and a plus for attracting other industry to the Marlboro county," he said.

Tectonics Engineering Consultants of Columbia are project engineers and

Jerry W. Neal Construction Co. is the contractor.

According to Avent, the project should be completed around the middle of September. ➔

Disaster exercise held at Columbia Metro

A simulated disaster exercise at Columbia Metropolitan Airport last month gave airport and community emergency response forces a chance to see how they would react if the real thing happened.

The "Disaster" was a simulated crash of a DC-9 airliner Saturday, July 31, with 76 passengers and a crew of five. The "crash" killed 21 and injured 50 of those aboard.

A triage site, manned by the Lexington County Emergency Medical Service, was set up near the aircraft for rapid evaluation of the "injuries." Persons with life threatening injuries were tagged for immediate airlift by MEDEVAC helicopter to area

Owens Field to soon get new runway

Construction will begin on a new 4,800 foot runway at Owens Field, Columbia's heavily used in town airport.

Last month, Richland County Council accepted bids totaling nearly \$2.5 million for runway construction and lighting.

Plans call for a new runway parallel to the existing railroad tracks. The other two runways, which abut nearby residential areas, will be closed. Phase I construction includes site preparation, relocation of some railroad tracks, paving of the new runway, taxiway, apron and access road and installation of lights and other electrical work.

Jackson Construction Co. of West Columbia was the lowest of eight bidders on the project, bidding \$2,380,539.

Another \$102,022 contract was awarded to Eddins Electric Co. of Cayce for installation of runway and taxiway lights and other electrical work.

Other improvements planned include a new 8,000 square foot terminal building and parking facilities for 90 aircraft.

For years, local business leaders and pilots have been pushing for improvements at the airport because of its convenient location. ➔

hospitals; those with less serious injuries were tagged for transport by ambulance. "Fatalities" were moved to a temporary morgue for identification.

Fire fighting units from Cayce and West Columbia, Oak Grove, Lexington and South Congaree and Gaston as well as units from the airport fought the simulated fire in and around the aircraft.

Also taking part in the exercise were EMS units from Lexington and Richland Counties, Batesburg, Pelion and 35 law enforcement officers from Lexington, Cayce, West Columbia, airport police, Columbia, South Congaree and the S.C. Highway Patrol. ➔

Darlington runway overlaid

Recent improvements at the Darlington County Airport — a World War II vintage facility which was last resurfaced in 1946 — will make the airport safer and more attractive for the corporate and business aircraft which use the field.

The 5,000 foot northeast-southwest runway, one of three on the field, was recently overlaid with a 1½ inch asphalt course and painted with basic runway markings. The taxiway and aircraft parking apron were also overlaid with a 1½ inch layer of asphalt.

The \$250,000 project was funded with a \$125,000 grant from the South Carolina Aeronautics Commission and \$125,000 in county funds.

Although the old military runways are long and wide, they had deteriorated to a point where they were threatening the safety of modern high speed aircraft using the field. Cracks that had developed over the years were cleaned and sealed with a hot-poured asphalt vulcanized rubber material before resurfacing.

The airport is regularly used by aircraft owned by Sonoco Products Co., a large manufacturing plant near Hartsville.

The project contractors were APAC-Carolina Inc. of Darlington. Consulting engineers were Lott Parrish and Associates. ➔



First ultralight records set by handicapped pilot

The first official World and American records for ultralight aircraft were set by Zane E. Myers, 47, of Bella Vista, California, flying a 165-lb. powered hang glider with a 38 hp. motorcycle engine.

Myers, a former school teacher and fireman, now retired with a severe back injury, was sponsored by "Abilities Demonstrated by the Disabled" in his week-long assault on speed and distance records in a category only recently established by the Federation Aeronautique Internationale [FAI] for aircraft weighing less than 300 kg. [660 lbs.] at takeoff.

Flying along the shore of the below-sea-level Salton Sea, in southern California, Myers set the following World and American records for land-planes: Distance in a straight line, 69.98 km. (43.5 mi.); Distance in a

closed circuit, 60 km. (37.3 mi.); Speed over a 15/25 km. course, 83.18 km./hr. (51.7 mph); Speed over a 3 km. course, 89.98 km./hr. (55.9 mph).

A nearly identical Wizard ultralight was flown with twin floats in place of wheels to set the following seaplane records: Distance in a straight line, 49.27 km. (30.5 mi.); Distance in a closed circuit, 60 km. (37.3 mi.); Speed over a 15/25 km. course, 81 km/hr. (50 mph).

Myers was able to pilot the ultralight on the record flights, as well as pleasure flights, because FAA regulations do not require a medical certificate for such flying.

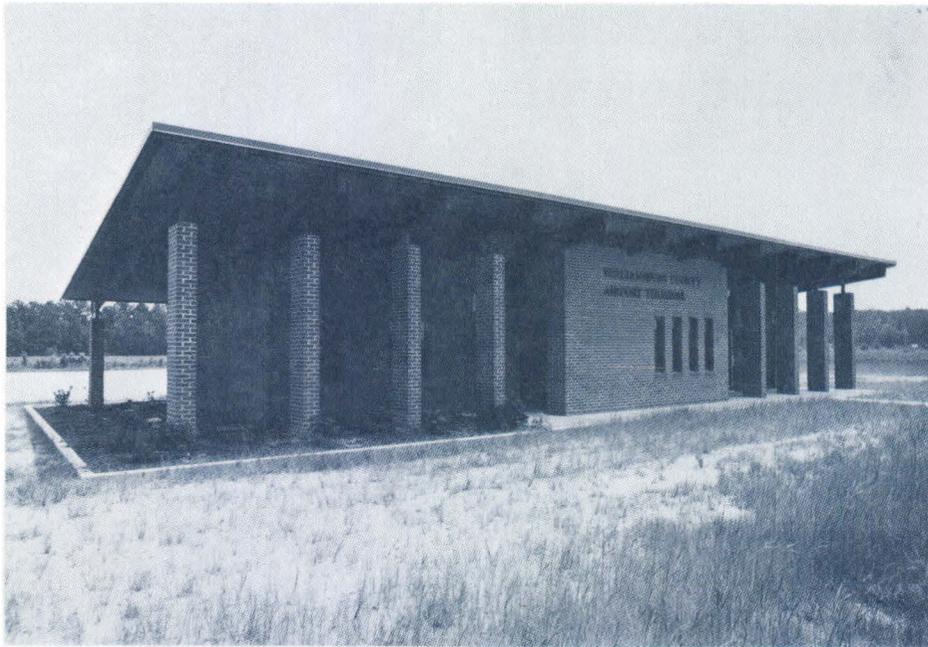
All his record attempts were supervised by officials of the National Aeronautics Assn., representative of the FAI. ➔

CORRECTION

Michael L. Laughlin, vice chairman of the S.C. Aeronautics Commission, was incorrectly identified last month as president of Eagle Aviation.

In fact, Laughlin is chairman of the company. T.H. Dorsey is president of Eagle, a fixed base operator at Columbia Metropolitan Airport.

Laughlin also owns and operates Eagle Communications Inc., a radio common carrier located in Aiken. ➔



New Williamsburg Terminal

Visitors to the Williamsburg County Airport now have a first-class terminal building they can use for meetings, waiting, or just relaxing. The 1,530 square foot building contains a conference room, lounge and waiting area, classroom, office and rest rooms. The building cost \$126,000 and was funded with a \$63,000 grant from the S.C. Aeronautics Commission and \$63,000 in county funds.

(S.C. Aeronautics Commission photo)

Inexperience, breakdowns cited in ultralight mishaps

Approximately 50 percent of all reported ultralight accidents are a result of pilot inexperience, according to a preliminary accident summary prepared by the Experimental Aircraft Association (EAA).

Various mechanical breakdowns are responsible for nearly all other ultralight mishaps, with engine failure the primary mechanical cause for accident by a ratio of 2 to 1.

The preliminary ultralight accident summary includes the records of all major and minor ultralight incidents, voluntarily submitted to the EAA during the past two years. The accident reports have been received from all geographic areas in which the ultralight movement is active.

The very first flights can be particularly hazardous for the unprepared pilot. For these reasons, many industry officials advocate ground training for all ultralight pilots. "Any training that is similar to dual training in a

conventional aircraft will help the novice ultralight pilot through those first few critical flights," said an EAA official.

Although EAA officials are hesitant to discuss the accident summary because it deals with preliminary data, they do admit to receiving reports on approximately 200 accidents; reports on approximately 20 deaths have also been received. "We really want to keep the figures close to home until we have something more definitive," an EAA spokesman told *Flightline Times*.

"More than anything," he said, "we want to express our concern about the first-time pilots who should be more concerned about receiving proper instruction. We feel — and the reports seem to point this out — that at least half of the accident can be avoided with proper ground instruction." ✈

Myrtle Beach civil fly-in September 11

A civil fly-in will be held at Myrtle Beach Air Force Base Sept. 11 in support of the Air Force mid-air collision avoidance program and to educate the general aviation pilots on A-10 close air support aircraft operations during the annual Thunderhog exercise in October.

Pilots interested in attending the event should land at the air field between 8:30 and 11 a.m. The program will include military aircraft on static display; tours of the RAPCON, control tower and the new A-10 flight simulator; pay-as-you-go luncheon at the officers' club; and short film "A-10 NATO."

If you plan to attend the event, clip the notice below and mail to: 354CSG/OTM, Myrtle Beach AFB, S.C. 29577. For more information, contact Lt. Col. Todd Crawford at 803/238-6258.

I will attend the civil fly-in Sept. 11
 My aircraft number is _____
 I will/will not require fuel
 Name _____
 Address _____
 City _____ State _____ Zip _____

Breakfast Club



The Breakfast Club will meet at the following airports:

- Aug. 22** Berkeley County-Moncks Corner Airport
- Sept. 5** Davis Field, Estill
- Sept. 19** Greenville Downtown Airport
- Oct. 3** North Myrtle Beach Airport, breakfast at Don's Pancake House
- Oct. 17** Camden Airport (EAA fly-in)
- Oct. 31** Orangeburg (annual election of officers)

CAP cadets attend solo encampment



Frank Kelley Jr. clips Spencer Young's tailfeathers.

On 26 June 1982, South Carolina Wing, Civil Air Patrol completed a Solo Encampment at the Moncks Corner Airport. Eleven CAP Cadets attended this 8 day course that included 35 hours of ground school taught by Bob Hefly. At the completion of ground school, the cadets eligible were administered the FAA Private Pilot written examination.

Flight training was conducted in CAP airplanes with volunteer instructors. After a rigorous and hectic 6 days in the airplanes, cadets completed their solo flights on the last day of the encampment. CAP instructors included Dick Jardine, Dave Mellert, Skip Mayberry, Norris Thomas, Bill Smith and Fred Hemmes. Other volunteer instructors were Frank Kelley Jr. and Joe Deldordo.

Cadets participating were Joe Melton, George Barber, Roger Williams and Bryan Dailey from Charleston; Tim Bussey from Aiken; Beth Inabinett, Darryl Horne, and Spencer Young from Beaufort; Wat Reynolds from Sumter; Ellen and Eddie Glunz from Irmo. ➔



NASA astronaut, Charles Bolden speaks to students in Columbia

Charles F. Bolden Jr., Columbia native and NASA astronaut, returned to his home town last month to pay tribute to his father and give the disadvantaged and minority students at USC's Upward Bound program a stimulating boost up the ladder of personal success.

More than 350 students, faculty and friends attended the testimonial dinner at the Russell House in honor of the late Charles F. Bolden Sr., former coach, teacher, District One administrator and state athletic official.

The elder Bolden was head coach at C.A. Johnson High School beginning in 1949 and later at Keenan High School. Throughout his life, he was a quiet fighter for equality and dignity for black athletes in South Carolina.

Bolden's son, who stands as a living legacy to his father's commitment to excellence, shared his recipe for success in a most demanding field.

"Work hard, study hard and set goals," he said. "After you have prepared yourself and set your goals, don't be afraid to ask for what you want in life."

"But don't ever think that someone is going to walk up to you and say, 'Hey!, you look like the person we need to fill a job position in which we have several open slots— You must ask,'" he emphasized.

"There are only two answers a person can give when you ask: that's yes or no. And if the answer is no, in many cases there are good reasons for that answer. It is no disgrace to ask," he said.

Bolden, a Marine Corps major with over 100 Vietnam combat missions, concluded with a line his father used to tell him:

"It's not the size of the dog in a fight, but the size of the fight in the dog that counts." ➔



Charles F. Bolden, Jr.



F-16 Falcon alongside RF-4 Phantom

F-16 'Fighting Falcon' now at Shaw

**By: MAJ. RAY BLEWETT
363 TFW Safety**

It's fast, small practically smokeless and hard to see. It's so maneuverable that it can outturn, outclimb, and outperform anything in the air. It's "cosmic" and "incredible". It's a "fighter pilot's fighter" and it's now stationed at Shaw AFB, SC. It's the F-16 "Fighting Falcon" and South Carolina aviators are going to be seeing more and more of it in the months to come. But they're going to have to try hard to see it. That's the purpose of this article — to familiarize local aviators with the incredible difficulty of picking up the F-16 visually.

The F-16 is a single engine, single seat aircraft with a wing span of only 33 feet and length of only 49½ feet. This makes the airplane similar in size to many small business jets. The "Fighting Falcon" is powered by a Pratt & Whitney through an annular combustor designed specifically for smokeless operation. This allows the aircraft to operate in all power regions while emitting virtually no smoke trail. To further complicate visual acquisition problems, the aircraft has been given a blue-gray camouflage paint

scheme which enables it to effectively blend into just about any background. All of this accounts for visual pick ranges of two to three miles, vital to a fighter pilot's survival in a combat environment, but a real detriment to mid-air collision avoidance programs.

So what can you as a throttle bender do to better your chances to see and avoid the little "electric jet"? Start by finishing this article. Next, practice and sharpen your visual lookout technique. Remember that when changing your attention from inside to outside the cockpit, you should first readjust your eyes by focusing on a distant object such as a cloud or the ground prior to scanning for traffic. Remember, too, that when scanning nondescript area such as clear sky or haze, the eyes tend to relax to a focal length of only a few feet, thus preventing you from seeing anything beyond that range. When scanning nondescript areas, refocus frequently on distant objects before returning to a normal scan pattern. Additionally, remember that a moving eye cannot pick up objects as quickly

or as accurately as a stationary eye. Therefore, don't "sweep" an area of sky, but make frequent pauses to allow your eyes time to assimilate what is in the area.

So much for visual lookout technique. What else can you do? Give up relying on a heavy smoke trail to point out this fact moving military aircraft, the F-16 is virtually smokeless. Keep a lookout for its high intensity strobe anti-collision beacon. Avoid (to the maximum extent possible) the areas in which it operates. The MOAs, the Shaw AFB and Poinsett Gunnery Range areas should be transited only while operating under IFR or under stage III flight following service. Finally, avail yourself of the first opportunity to view the F-16 "Fighting Falcon" close up and in person. Not only will this give you the opportunity to see, touch and become familiar with the finest fighter aircraft in the world today, it will give you first hand knowledge of its shape and color scheme.

Look out! The Fighting Falcon is here, and it's hard to see. ➔



**SOUTH CAROLINA
AERONAUTICS COMMISSION**
P.O. Drawer 1987
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New Aeronautics Officers Elected

Officers elected recently by the S.C. Aeronautics Commission are Ralph F. Schmidt, left, chairman and Michael L. Laughlin, right, vice chairman. Schmidt succeeds Joseph Wilder, center, who has served as chairman for the past six years.