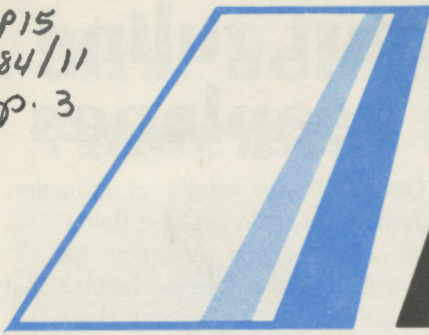


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STATE DOCUMENTS

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November 1984

1984 Airport Development work continues at brisk pace

Airport construction work during 1984 continues at a brisk pace. The following projects have recently been completed or are now in progress.

Beaufort County Airport

A much-needed aircraft parking apron with 27 tie down spaces has been constructed at Beaufort County Airport. Also included was a lighted, stub taxiway, an automobile parking lot, an access road and security fencing. Fuel tanks will be installed by Beaufort County.

The \$347,000 project was funded with a 90 percent federal Airport Improvement Program (AIP) grant and five percent state and local funds.

Jeter Construction Co. of Beaufort was the paving contractor and Rockwell Radio and Electric Co. of Rockwell, N.C. was the lighting contractor. Wilbur Smith and Associates was the engineering consulting firm.

Hilton Head

Medium Intensity taxiway lights and guidance signs have been installed at Hilton Head Island Airport. The \$40,000 project was funded with a 90 percent federal AIP grant and five percent state and local funds.

Eddins Electric of Columbia was the contractor and Wilbur Smith and Associates were the engineering consultants on the project.

Lancaster County

A new partial parallel taxiway, lighted with medium intensity lights, and an expanded apron area were recently completed at the Lancaster County Airport. In addition, some

clearing and grubbing in the runway approaches and sides of the runway has been done. Several new T-hangers are being constructed.

The \$447,242 project is being funded with 90 percent federal and five percent state and local funds.

Project contractors were Jim Lineberger Grading and Paving of Gastonia, N.C.; Richardson Construction Co. of Columbia and Rockwell Radio and Electric Co. Consultants were Lott Parrish and Associates.

Bryant Field

Construction has begun on a 500 foot stub taxiway to be lighted with medium intensity lights; relocation of the wind sock and segmented circle, drainage improvements and land acquisition for future airport development.

The project is estimated to cost \$635,867. A federal AIP grant will fund \$571, 381, the state will put in



Continued, p. 4



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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Federal Court ruling victory for seaplanes

In a major victory for seaplane pilots, a federal judge has stated that power companies regulated by the Federal Energy Regulatory Commission have no authority to ban seaplanes from waters formed for hydroelectric purposes. "Seaplane pilots may feel free to use any waters banned by federally licensed power companies," said Seaplane Pilots Association Executive Director Mary F. Silitch, in announcing the decision. "If they run into any problems, they should contact the Association."

The decision was issued in a case involving Georgia Power Co., and a SPA member, Charles F. Baker. Georgia Power had banned seaplane operations on Lake Sinclair, near Milledgeville, Georgia. Baker, who owns land on the lake, was flying from the waters, when Georgia Power sought to deny his access. Baker turned to the Seaplane Pilots Association for help; the Association found two lawyers for Baker and also provided full support in the case. Georgia Power had formed Lake Sinclair by damming a tributary of a navigable waterway, and according to law, was required to allow the public free access, to a reasonable extent. The power company's license allows it to reserve from public access portions of the projects "as may be necessary for the protection of life, health and property."

Georgia Power sought an injunction in federal Court to prohibit Baker from using the lake. Attorneys for Baker filed a countersuit, claiming that Georgia Power had violated Baker's civil rights by denying him access to the lake. (A decision in the countersuit has not been issued.)

The United States District Court for the Middle District of Georgia, Macon Division, denied Georgia Power's request for an injunction, stating that no power company operating under a federal license has the authority to prohibit seaplanes because the Federal Energy Regulatory Commission does not have the authority to regulate seaplanes. "The right to operate a seaplane is a property right and laws governing seaplane operations on Lake Sinclair are within the area that Congress reserved to the states," the order said. By allowing others access to the waters and banning seaplanes, Georgia Power is not reserving a part of Lake Sinclair from public access (as is allowed by its license); "instead, it is reserving the entire lake from access by only part of the public — those persons operating seaplanes," the decision continued.

"We are greatly encouraged by this victory," said SPA President David Quam, who founded the Association 12 years ago to fight unreasonable restrictions against seaplane operations. ✈

Aviation Calendar

The third annual Palmetto Sport Aviation Association Banquet will be held Friday, Nov. 30 at Seawell's Restaurant in Columbia.

The evening's events include a social hour from 6 to 7 p.m. followed by a buffet dinner. The guest speaker will be Tom Williamson, a decorated B-26 Pathfinder pilot, who will entertain the members with stories of his World War II exploits.

The Southeast Regional Aviation Management Institute Workshop will be held Feb. 3-5, 1985, Miami and Tampa, Fla. Contact, Peter Gibbs, (617) 237-0024.

The Lawyer-Pilots Bar Association Meeting will be held at the Sonesta Hotel, New Orleans, LA, Feb. 6-10. Contact David E. Prewitt, Suite 1400, 1314 Chestnut Street, Phila., PA, 19107 (215) 546-5636

Mrs. Johnson appointed Anderson test examiner



Pauline R. Johnson

Mrs. Pauline R. Johnson has been appointed written test examiner for the Anderson, South Carolina, area by the Columbia Flight Standards District Office, FAA.

Tests will be administered on the third Saturday of each month in the Conference Room of the Terminal Building, Anderson County Airport, between the hours of 8:30 a.m. and 2:00 p.m. Tests may also be administered on other Saturdays, for three or more applicants. Call Mrs. Johnson for an appointment at 224-9743.

Mrs. Johnson is authorized to administer FAA written tests for all airman certificates and/or ratings. ➔

Breakfast
Club



Club members, please note. The Dec. 2 and Dec. 16 meetings have been switched. The Dec. 2 meeting will be held at Sumter. On Dec. 16, the club will meet at Columbia Aviation, new FBO at Metro.

- | | |
|----------------|---|
| Nov. 4 | Lancaster County,
Lancaster |
| Nov. 18 | Huggins Airport,
Timmons ville |
| Dec. 2 | Sumter Municipal,
Sumter |
| Dec. 16 | Columbia Metropolitan
(Columbia Aviation
FBO is host) |

Primary aircraft petition would create new category of airplane

A more affordable, basic recreational aircraft got closer to reality recently, when the Aircraft Owners and Pilots Association (AOPA) and the Experimental Aircraft Association (EAA) formally presented to the Federal Aviation Administration a petition which would create a new category of aircraft.

The new category, termed "primary aircraft," would amend the Federal Aviation Regulations to permit the certification, operation and maintenance of primary aircraft within the standard airworthiness certification, and would provide for the issuance of a new experimental certificate known as "personal use." AOPA President John L. Baker hailed the petition as a major step towards insuring the health and vitality of general aviation. "Without affordable, basic recreational and trainer aircraft at the low end of the aviation marketplace, the future of all aviation is in jeopardy," said Baker.

The primary aircraft is defined as an aircraft with a single engine of not more than 200 hp which would seat not more than four occupants. Owners would be able to perform some special maintenance tasks and inspections, and the carriage of passengers or property for compensation would be prohibited.

John J. Sheehan, AOPA Vice President for Aviation Policy, said that the \$2 million to \$5 million current certification costs for new, lightplanes could be cut significantly. "This is good news for manufacturers and

innovators who would like to build such aircraft but can't afford the immense costs of certification," said Sheehan, who also noted that neither Piper nor Beech currently are building two-seat training aircraft, and that the cost of Cessna's two-seat 152 is about \$40,000. "We are hoping that aircraft built under the primary category will cost around \$15,000 to \$20,000. That price, combined with more affordable maintenance costs, makes the primary aircraft a much-needed addition to the sagging general aviation marketplace," said Sheehan.

In the works for nearly two years, the primary aircraft petition may take another year or more going through FAA processes before it becomes a new rule. Meanwhile, general aviation aircraft sales continue to plummet as prices go up commensurate with the escalating costs of labor, product liability, and insurance. In 1983, 1,811 single-engine aircraft were delivered, down from 14,398 in 1978. Says AOPA President John L. Baker, "If general aviation is to grow and prosper, affordable lightplanes are essential. Getting children off the airport fences and into the pilot's seat is the future of aviation, and this simply won't happen if the price continues to be prohibitive."

Copies of the primary aircraft petition are available from AOPA. Call AOPA's Office of News and Public Affairs at 301-695-2150, or write to AOPA at 421 Aviation Way, Frederick, MD 21701. ➔

1984 airport development projects now underway

Continued from p. 1

\$12,630 and the local government, \$50,856.

The contractors are Sutton Construction Co. of Rock Hill and Rockwell Radio and Electric Co. Consultants are Wilbur Smith and Associates.

Columbia Metropolitan

At Columbia Metropolitan Airport, work is underway on the rehabilitation of the high intensity runway lights on the main instrument runway, 11/29. Also, lights are being installed on taxiways P and R and a new taxiway, U, is being constructed. The runway 29 extension and the entire secondary runway, 5/23, will be grooved to increase braking action in wet weather. Also a lighted helipad will be constructed and additional crash-fire-rescue equipment will be acquired.

The \$862,163 project is 90 percent funded by the federal AIP program. The local government share is \$45,000.

Contractors are: U.S. Construction Co., Whitstone Electric and Cardinal Industries. Consultants are Lott Parrish and Associates.

Charleston International

Work is about 50 percent complete on the construction of access roads to the new Charleston International Airport Terminal building. The project low bid was submitted by Banks Construction Co. at \$2,658,874.

The project consultant is Howard, Needles, Tammen and Bergendorf.

Dorchester County

Clearing and Grubbing of 35.5 acres north of Summerville for a new general aviation airport as well as site preparation for a runway, taxiway, apron and auto parking lot has begun.

The \$523,265 project is 90 percent federally funded, with five percent state and local monies. The Contractor is Peden Contractors. The subcontractor is Green Construction Co. Lott Parrish and Associates are the

engineering consultants.

East Cooper

Another new airport in the Mt. Pleasant area is under construction. Site preparation for the runway, taxiway, apron and access road has begun. This first phase is estimated to cost \$968,390. Richardson Construction Co. of Columbia is the contractor. Consultants are Lott Parrish and Associates.

Myrtle Beach AFB

Work began Oct. 22 on rehabilitation of the aircraft parking apron, stub taxiway and medium intensity taxiway lights and expansion of the existing apron.

The \$300,000 project is 90 percent federally funded, five percent state and local. The contractors are Willis Construction Co., and Rockwell Radio and Electric Co. APAC is the paving subcontractor. Project consultants are Engineering Consultants, Inc.

Walterboro Municipal

Work recently began on a \$551,428 project to overlay runway 5/23 at Walterboro Municipal Airport with a new layer of asphalt.

The contract calls for a 1½ inch P-401 asphaltic mix to be applied over a ¾ inch surface treatment to help control cracking. The S.C. Aeronautics Commission and the city of Walterboro each contributed \$36,571 or five percent of the project cost. The remainder was federally funded.

The contractor is J.F. Kleckley and Co. of Orangeburg. Consultants are Lott-Parrish and Associates. ➔



Cherokee airport gets priority consideration

House and Senate conferees have agreed to a proposal by Senator Strom Thurmond to give "priority funding consideration" to construction of a new airport in Cherokee County, South Carolina.

Thurmond (R-SC) and U.S. Rep. Carroll Campbell (R-SC) had been working with U.S. Transportation Department officials in an effort to speed funding for the airport, which local officials say is needed for the area's continued growth and industrial expansion.

Cherokee County officials has asked Thurmond to contact the transportation department in an effort to obtain Federal funding for the airport. While today's action does not guarantee immediate funding for the facility, it does not commit the transportation department to considering the project as a priority.

"It has become a fact of life that for any area to expand, it must have a suitable local airport to accommodate air traffic resulting from such growth," Thurmond said. "I remain hopeful that this request on behalf of Cherokee County will be given prompt, favorable consideration so that this fine area can maximize its potential as a vital asset to our State's economy."

Cherokee is the only South Carolina county without its own airport.

Wilson Memorial Airport closed

The Harold F. Wilson Memorial Airport on the Isle of Palms has been closed.

A new general aviation Airport, East Cooper, now under construction in the Mt. Pleasant area, will serve traffic in the area when it is completed in the fall of 1985.

Greenville Downtown Airport home to varied enterprises

by **ELIZABETH MILER**

Located between busy 291 and newly developed Haywood Road are approximately 400 acres of land which make up the Greenville Downtown Airport. This property is considered by some as the most desirable property in South Carolina. Because of its location, its ease of access to major highways, motels, and shopping areas, and because of its association with Textile Hall, the airport has enjoyed a long history of being one of the busiest general aviation airports in the country. Location is the key to the reasons some of the state's most outstanding businesses and business leaders have located at the Downtown Airport.

The company having facilities at the Downtown Airport for the longest period of time is John D. Hollingsworth on Wheels. Since 1959, John D. Hollingsworth, the world's largest textile machinery manufacturer, has hangered its aircraft on the west side of the airport. For many years, Hank Brown has been the Manager of the Aviation Department. Hollingsworth has used the convenience of the Downtown Airport to move its sales and service personnel as expeditiously as possible from one location to another. Other companies such as Hartness International and the Liberty Corporation also have corporate hangars at the Downtown Airport. Many other corporate aircraft are based at the airport either in T-hangars leased by the Greenville Airport Commission or with one of the fixed base operators.

Perhaps the most unique company located on the airport property is George Miler, Inc. There are two divisions to the company, Greenville Avionics (FAA Repair Station 709-11) and MilerTronics. Greenville Avionics is engaged in sales, installation, and service of aircraft radio equipment. Among their products are weather radar, altimeters, radio navigation equipment, automatic direction finders, transponders, auto-pilots, distance measuring equipment, and



communication equipment. The maintenance department, headed by Jack Hirsch, performs aircraft and engine maintenance.

The MilerTronics Division is one of the few high technology businesses in South Carolina and one of the first to locate in South Carolina. In 1972, MilerTronics chose the south ramp location at the Downtown Airport since it is necessary to fly computer equipment and service personnel from one part of the country to another in order to maintain the equipment sold by MilerTronics.

MilerTronics is engaged in electronics and computer engineering research and development. The emphasis is on the design and programming of custom digital systems and complex data communications systems.

A few years after George Miler, Inc. located at the Downtown Airport, Bill Epstein began managing the fixed base operation known as Greenville Aviation. Mr. Epstein managed the operation until his son, Steve, took over about two years ago. This facility

is what is known in aviation terms as an FBO, meaning the facility hangars and ties down aircraft, sells fuel and rents and sells aircraft. Greenville Aviation also has associated with it a flight school which is run by Ray Allen, a maintenance facility which is run by Walt Faber, and a contract charter operation known as Aerowinn Aviation of Greenville. Aerowinn, is owned and managed by Jeff and Bill Mattson, Rick Kadar, and Randy Alexander.

About the same time that Bill Epstein located at the south ramp of the Downtown Airport, a business was being formed by Carolyn Pilaar. Carolyn's Flight Academy, which operates by word of mouth advertising, teaches flight instruction to the general public. Carolyn, who is an accomplished pilot, is the only woman that has been on the U.S. Precision Flight Team and the only woman ever to compete at the World Light Plane Precision Flying Competition.

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Business takes off at Greenville airport

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Another woman who has entered the aviation business is Anne Harner, who along with Jim Tumlin, owns and operates Aero Charter Service. This is a relatively new business since Anne and Jim have only been at the airport for around two years. Aero Charter specializes in aircraft charter, air ambulance, and air freight. They service an area stretching from Canada to Florida and as far west as Texas. Another air charter business which has begun operation in recent years is Tyler Aviation, owned and operated by Toby Tyler.

Cornerstone, an FBO owned and operated by Bob Jones University, is also relatively new to the airport. Bob Jones University runs an FAA certified aircraft and power plant mechanics school. University students obtain an associate degree in aviation maintenance technology which entitles them to take the FAA examinations leading to the airframe and power plant mechanics licenses. Two non-aviation oriented businesses which benefit the airport are *Greenville Magazine* and the Thunderbird Motor Inn.

Since coordination between local government bodies, the Federal Aviation Administration (FAA), and the businesses located on the airport was needed, an airport commission was created. The Greenville Airport Commission was first established in 1929 by the General Assembly of the State of South Carolina. This commission was granted complete authority to administer the airport under Act 919 which also defines the commission's powers and duties. The airport is totally self supporting and receives no tax support whatsoever. The airport is managed by an executive director who is selected by the five member Greenville Airport Commission. The executive director is Joseph R.

Frasher, and the chairman of the five member commission is the only woman ever to serve on the commission, Eleanor Sankey. Mrs. Sankey was selected to serve on the commission by Greenville County Council. Other members of the commission are Charles Carter and Robert Vaughn selected by the City Council of Greenville and Ernest Blakely, Jr., selected by County Council. Roscoe Powers is the member at large.

This commission authorized Dr. F. Jerry Ingram in the Center for Real Estate and Urban Economic Studies at the University of South Carolina to conduct an economic impact study of the Greenville Downtown Airport. The findings of this study emphasize the fact that the Downtown Airport plays an enormous role in the economic vitality of Greenville. The presence of Textile Hall at the airport also plays a major part in the economic growth of Greenville. Through trade shows, Textile Hall grossed \$30,000,000 in 1983, creating an indirect impact of \$55,560,000 on the local economy. Textile Hall and the airport businesses have elevated the economy by supplying Greenville County with a total of \$5,718,400 in taxes and \$162,149,400 in direct and indirect gross revenue. Not only has the Downtown Airport contributed significantly to the Greenville County economy, but it has indirectly created almost 9,000 jobs. These facts indicate that the economic impact of the airport is felt by all who live in the Greenville area whether or not they actually use the airport. As the businesses in the airport area continue to thrive, they will persist to make the Greenville Downtown Airport a major factor in the economic progress of Greenville County. ✈



New ELT has helium balloon

Rossam Industries, Inc., is introducing Life-A-Line®, an emergency locating device that contains no batteries or electronics, and fits comfortably on a life jacket, foul weather gear or wearing apparel. Actual size is 8¾ x 3¾ x 2¾ and weighs only 32 ounces. When activated, its dual cartridge system inflates a specially designed radar reflective balloon with helium that ascends to an approximate height of 125 feet. Can be visually sighted up to 3 miles and to the maximum range of onboard radar. Search aircraft can detect Life-A-Line® for several hundred miles. No longer will searches have to be suspended due to bad weather, darkness, fog or rough seas. Applicable for boaters, aviators, campers, hikers, skiers. A must in any search and rescue operation.

Contact: Rossam Industries, Inc., 811 N. W. 57th Place, Ft. Lauderdale, Fl. 33309 for price and availability. ✈

Negligent aircraft design by manufacturer not excused by contract with U.S. Government

BY HENRY M. BURWELL*

In August 1980, a naval officer died in a crash of a Navy aircraft. His wife filed suit against the manufacturer alleging it had negligently designed, manufactured and assembled a modification to the aircraft. **Tozer v. LTV Corp.**, (USDC Md. 1984) 18 Avi. 18,212.

The trial reached a jury verdict in favor of the plaintiff of \$450,000. The jury findings were that the defendants were negligent in the design of the modification and that the Navy had reviewed and approved specifications for the modification. The defendants appealed.

The primary ground of the appeal was based on a challenge to the instructions the court gave to the jury before the verdict. Basically, the defendants asserted that the court erred in instructing the jury that the government contractor defense applied only to the plaintiff's strict liability claim but not to her negligence

claim against the manufacturer. The government contractor defense protects a government supplier from liability while complying with government specifications in the performance of a government contract.

After reviewing a recent case which applied the government contractor defense, the court decided that one of the purposes of the defense was to protect the contractor from the negligence of the government. The defense is not to protect the manufacturer from its own negligence.

Hence, the court refused to extend the immunity of the government to a negligent contractor simply because the government had approved the detailed specifications established by the contractor. As a result the jury verdict was upheld.

* Mr. Burwell is a partner in the law firm of Barringer, Allen, Pinnix & Burwell.

New flight test guide available for purchase

The Federal Aviation Administration (FAA) has announced that the new private pilot practical test standards book is available.

The book outlines the revised system for conducting flight testing for pilot certification and replaces the old flight test guides.

The book establishes standards for private pilot certification for all aircraft categories and classes. The standards will be used by FAA inspectors and designated pilot examiners in conducting flight tests.

Flight instructors and applicants will find the book helpful in preparing for the tests. The books may be ordered from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402. The cost is \$18.00 each.

When ordering, make check or money order payable to "Superintendent of Documents" and specify:
Title: FAA-S-8081-1, Private Pilot Practical Test Standards
List ID:PPPTS-1A

Industry selects flight instructor maintenance technician of the year.

James G. Byrnes of Bridgeton, Missouri, and Charles R. Nelson of St. Louis, Missouri, have been named Flight Instructor and Maintenance Technician of the Year, respectively, by the Federal Aviation Administration (FAA) and the general aviation community.

This year's program was sponsored by the AOPA Air Safety Foundation (ASF), General Aviation Manufacturers Association (GAMA), National Business Aircraft Association (NBAA), and FAA.

Byrnes, who is self-employed and has been flight instructor for 28 years, has more than 11,000 total flying hours, with more than 10,000 hours of flight instruction to his credit. As an FAA Designated Pilot Examiner, Byrnes also has issued more than

1,100 pilot certificates. He is a charter member, past president and current board member of the Greater St. Louis Flight Instructors Association.

Nelson's contributions to aviation safety date back to 1927 when he preflighted the "Spirit of St. Louis" the night before Charles Lindbergh's famous transatlantic flight. During World War II he maintained military C-46 aircraft and also flew military assault gliders. Additionally, he assisted in the design of the landing gear of the V-35 Bonanza.

Nelson has worked as an A&P technician, pilot, and flight instructor. Since the early 1970's he also has worked with the Wings of Hope and the Assembly of God Missionaries.

Said Russell S. Lawton (AOPA/ASF), chairman of this year's

selection committee, "These two men exemplify the high standards of professional performance which are characteristic of so many others in their respective fields of endeavor. They should be applauded for their contributions to aviation safety resulting from their high standards for pilot training and aircraft maintenance. The entire aviation community should indeed be proud of them."

Byrnes and Nelson were recognized for their achievements at a special ceremony at FAA headquarters in Washington, D.C., October 17. They received certificates from the FAA and numerous gifts from general aviation community participants. A special luncheon honoring the award winners was held at the University Club, Washington, D.C., following the ceremony. ➔



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Air and Space Museum to expand

A gigantic museum and research center capable of housing hundreds of important flying machines from a Boeing 747 to a space shuttle will be built near Washington, D.C.

Planned for a 100-acre site at Dulles Airport in nearby Virginia, the companion to the Smithsonian Institution's National Air and Space Museum in Washington will be nearly a third larger than the existing center and possibly the biggest museum building in the world.

If Congress approves the project, as expected, construction will start in 1988 and the first wing will open in 1989. Completion of the four wings, costing 67 million dollars, is scheduled in about 1996.

The new complex is intended to house most of the Smithsonian's vast collection of planes and spacecraft—many of which are now in storage—and relieve overcrowding at the downtown facility. Less than eight years since its opening, Air and Space already is the world's most popular museum with about 14 million visitors

expected this year.

"We need new space desperately," says Walter Boyne, museum director.

Historic machines to be exhibited in the new complex include "Enola Gay," the B-29 bomber from which an atomic bomb was dropped in 1945 on Hiroshima, Japan, and the Langley Aerodrome plane that was tested—and crashed—weeks before the Wright brothers successfully launched a manned aircraft for the first time.

Most of the flying machines intended for the Dulles museum now are housed or are being restored at a Smithsonian warehouse in Silver Hill, Md., near Washington. There, skilled technicians carefully take apart, repair and reassemble aircraft such as a World War I Spad biplane and a World War II Focke-Wulf fighter that still bears its original German swastika insignia.

Mystery spy plane. Other aviation-related materials to be shown in the new center include a combination carplane with fold-up wings that

could be flown as well as driven; the dark-green, egg-shaped casing for an atomic bomb, and a weathered U-2 spy plane.

"We know the histories of many of the planes," observes Donald Lopez, deputy director of the Air and Space Museum, "but this U-2 is a mystery. Nobody would tell us anything when we acquired it from the Air Force." This type of high-altitude aircraft once was used to fly spy missions over the Soviet Union, and in a current version still is assigned to observation duties near or over countries such as Cuba.

"It will be a participatory museum," says director Boyne. "We plan to have a Concorde that visitors will be able to walk through, and cockpits in which people can sit and get an idea of what it takes to fly a plane. We'll show how computers are used in aerospace, and let visitors push buttons and see the results. We want to make this one of the most exciting educational experiences people can have." →

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster the growth of responsible aviation in the state.