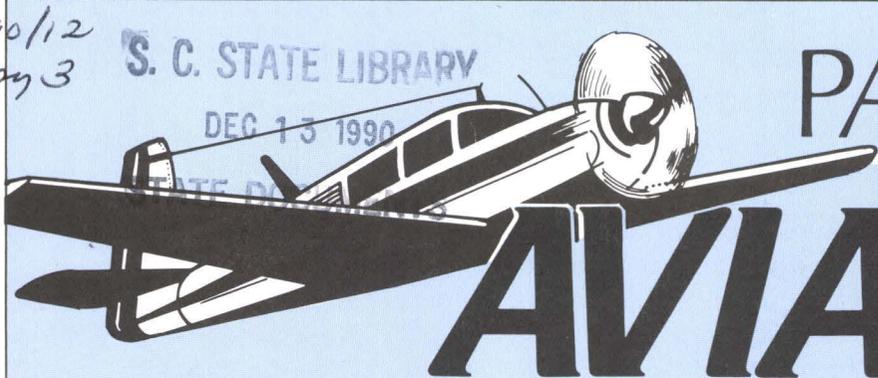


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PALMETTO

# AVIATION

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## Aviation Contributes More Than \$1 Billion to South Carolina's Economy

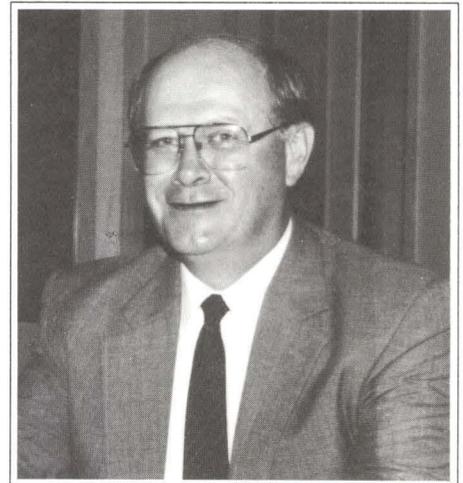
Civil aviation contributed more than \$1 billion to South Carolina's economy last year, according to a study prepared for the S.C. Aeronautics Commission.

The Economic Impact of Civil Aviation in South Carolina quantifies the importance of aviation to the economic welfare of the state. Among other statistics, the study found that commercial service and general aviation airports in the state have a huge economic impact contributing \$345 million in annual wages for South Carolina's residents and suppling 25,000 jobs for the state's residents.

Aeronautics Commission chairman Jim Hamilton said, "Ev-

eryone in South Carolina benefits economically from the airports — from the employees of the firm which keeps its corporate jet at one of the airports, to the bride whose wedding flowers just arrived by air, to the college football fan whose team relies on aviation, to the real estate firm that sold a house to the aircraft mechanic, to the manufacturing plant which relies on just in time inventory."

During a time period when most things increase by only a few percentage points a year, it is interesting to note the number of passengers handled by our airports has been increasing by 10.9 percent a year. See *Economic Impact*, Page 6.



Bob Zuelsdorf of Wilbur Smith Associates presented the Economic Impact report to the 1990 S.C. Airports Conference.

## EAA Chapter Opens Sport Aviation Center

By Jean Edwards, EAA

A 25 year dream was realized recently when the Experimental Aircraft Association Chapter 242 dedicated their new Sport Aviation Center at Columbia Owens Downtown Airport.

Since the inception of the chapter in 1965, members such as T.I. Weston, Paul Carter and Xen Motsinger talked and dreamed about having a permanent home for their chapter. The dedication ceremony and the Annual Awards Banquet,

held the preceding night, were highlighted with a visit from Paul Poberezny, the founder and Chairman of the Board of the EAA.

The Annual Awards Banquet was held at Seawell's Restaurant, November 9, and in spite of heavy rain, was attended by 260 members and guests.

In a soft-spoken voice, Paul Poberezny told the group about his involvement with aviation. Although he came from a non-avia-

tion family, he had always been interested in flying. He estimated that since age 5, not a day has passed he hasn't said the word 'airplane' at least once.

Poberezny spoke about his military career, and was extremely pleased that one of the guests attending the banquet was Ira Beaufort, a fellow he flew with during WWII. The two men had not seen each other in 45 years.

See *EAA Sport Center*, Page 6.



**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 South Carolina General Assembly to foster and promote air commerce in the state.

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## Hawthorne On the Move In Lakeland, FL

Charleston based Hawthorne Corporation recently announced it has signed a definitive agreement to purchase the assets of Mid South Aviation, Inc. a company that provides general aviation fuel and services through its fixed base operations at the Lakeland, Florida, Regional Airport.

The purchase will be made through a newly formed corporation, Hawthorne Lakeland, Inc. Hawthorne Lakeland will be the operating name of the new company.

Closing is scheduled to take place within the next 2 to 3 weeks.

In making the announcement, Dean Harton, President of Hawthorne said negotiations have been underway for several months. On Monday, November 5, Lakeland, Florida City Council voted unanimously to approve transfer of the lease to Hawthorne. That approval preceded execution of a purchase

and sale agreement between the parties.

"We feel this is a natural expansion of our FBO interest in Florida," Harton said. "We are very happy with our Ocala operation and have great confidence in the central Florida area."

The Lakeland operation has approximately 50,000 square feet of hangar space and 8,000 of office. Lakeland Municipal Airport is also home of the annual Sun and Fun Fly In.

Hawthorne is a 58 year old company which provides aviation services to private and corporate aviation, the airline industry, and the U.S. Government. The company has aviation operations in Charleston, SC; Washington, DC (Dulles Airport); Ocala, FL; Robins AFB, GA and Fort Knox, KY.

The company is also active in state and local government service contracting, real estate and finance.

### Cut It Out!



Paul Poberezny (center) got carried away with his cutting duties at the ribbon cutting ceremony for the EAA Sport Aviation Center.

John Gardner (above left) was surprised to find his tie mistaken for the ceremonial ribbon. Earl Yerrick was too shocked to do anything but laugh.



South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 280068, Columbia, South Carolina, 29228. Phone: (803) 822-5400, or 1-800-922-0574.

# 'Moving America' is Moving National Transportation Policy

Earlier this year President Bush and Department of Transportation Secretary Samuel Skinner released a newly revised version of the National Transportation Policy.

The document, "Moving America-New Directions, New Opportunities," represents more than 100 meetings around the country. It takes the best input possible from a cross section of the United States, covering all modes of transportation.

"The problem was, the policies of transportation were last updated in the 1970's. We had an obsolete policy and if you don't know where you are going, any road will lead you there," said Garland P. Castleberry, Federal Aviation Administration Southern Region Administrator. The NTP outlines 169 goals and objectives as a starting point for the policy. It is hoped the public will analyze the policy and point out items and plans they don't like. This will allow the policy to be revised in accordance with what is acceptable to the public. "This is the only game in town. We need new directions and new opportunities. So help us if you will," said Castleberry.

One of the most important issues addressed in the new policy is safety. In 1981, for the first time ever, the FAA had 100,000 operations for a single day. Now, not even ten years later, it is common place for this to occur. In 1988, 1 billion people were served by aviation world wide. By the year 2000, twice that number will be common. Each and every day in the U.S. there are more than 1.3 million people served by aviation. Even with these numbers, the system is fantastically safe, but there are problems and the FAA is aware of them, said Castleberry.

One of the problems articulated in the NTP is the human factor. In commercial aviation, 65-66% of all accidents are caused by human error. In general aviation, the number is 88%. "Prevention cannot fall by the wayside," said Castleberry.

Aviation accidents are like unemployment. If you are unemployed, then the unemployment rate is not the national 6%, it is 100%. If you are the one accident victim, then there is a problem. The standard of judgment will not be how many people got where they were going safely and on time, the public will remember the fatal error. It is due to this we cannot turn our back on safety, said Castleberry.

On the international front, in 1978 when the airlines were deregulated, aviation spokespeople from across the globe said the deregulation meant there was little or no concern in the U.S. for safety. However, the truth of the matter is safety was never deregulated. Since deregulation, the flying public has saved more than 100 billion and not at the expense of safety. People get where they are going safer and faster. The result, deregulation is a growing trend worldwide.

In 1988, the accidents in transportation cost the taxpayers 90 billion dollars. "If the accident rate could be cut in half, 45 billion could be saved which might help the deficit. Transportation means 25 % on the U.S. export dollar, 17 % of the gross national product and 11 % of national employment. World-wide, transportation and tourism is the largest employer with more than 100 million people working in an industry producing 2 trillion annually and still growing.



## Aviation Calendar

### December 9

Breakfast Club  
Darlington Airport

### December 23

Breakfast Club  
Twin Lakes Airport

### January 6

North Myrtle Beach  
Grand Strand Airport  
Breakfast Club

### January 20

Doolittle Field  
St. Mathews  
Breakfast Club

### February 3

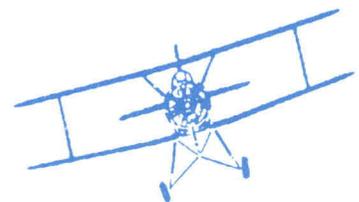
Greenville Downtown  
Cornerstone Aviation  
Breakfast Club

### February 17

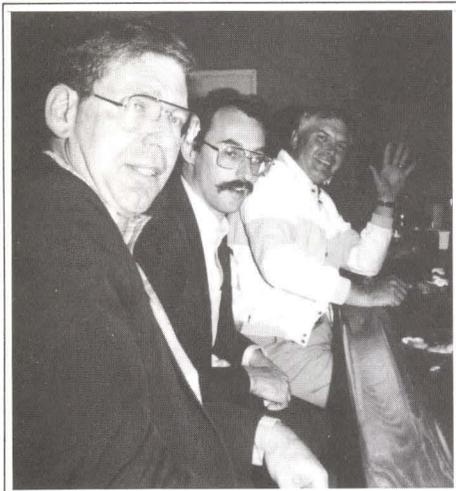
South Carolina  
Aeronautics Commission  
Columbia Metro  
Breakfast Club

### March 3

Dillon Airport  
Dillon SC  
Breakfast Club



## Scenes of Success From the 1990



Above, Steve Brill of the FAA, Sam Whitehorn of Sen. Hollings' Office, and Roger Hall, FAA, relax at the bar, while, below, Betty and Commissioner Crack Anderson enjoy their meal at Marker 350.



The 1990 South Carolina Airports Conference held November 13-16, at the Radisson Resort, was a huge success by anyone's standards.

The Tuesday through Friday conference in Myrtle Beach featured interesting and entertaining people who informed and delighted us with their knowledge of aviation and humorous anecdotes.

In case you missed the conference, here is just a sampling of what transpired at some of the general sessions.

### Congressional Overview

This year, Steve Bassett from the Aircraft Owners and Pilots Association, gave us his perspective on how the federal government is working on aviation topics.

Bassett said 1990 was one of the strangest years in government since the Aviation Trust Fund was back up for congressional authorization.

Bassett also commented on funding for major airports and aviation facilities saying the facilities the U.S. has are totally in-

adequate for the jobs they are expected to do in the future.

### FBO's, Airport Manager, Airport Commissioners Panel Discussion

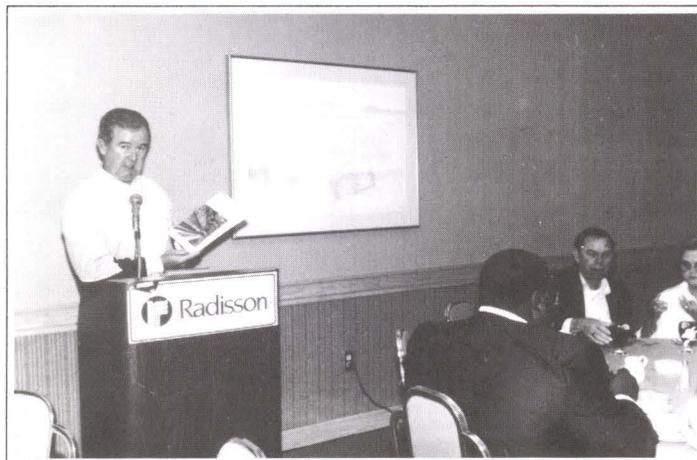
Joe Frasher, Manager of the Greenville Downtown Airport, moderated this program. Other panel members included: Jim Friar of the Dorchester Airport Commission, Todd Crawford of Myrtle Beach Jetport and Tom Fisher of the Laurens County Airport Commission. They discussed problems and concerns effecting everyone in these positions address, including leases, storage tanks, airport security, and fixed based operations.

### Environmental and Land Use Issues

Tom Kohlsaas of the Heritage Trust Program with the S.C. Department of Wildlife and Marine Resources, informed attendees about up coming environmental policies. He brought up traditional air, water, and land quality standards. Kohlsaas said that new clean air act amendments will regulate 189 air toxic compounds and could



Tom Kohlsaas of the Heritage Trust Program, leads a group through the Carolina Bay during the Wednesday afternoon nature walk.



Cas Castleberry, above, explains the finer points of the new National Transportation Policy at the Wednesday luncheon.

# South Carolina Airports Conference

affect airports and airplane wastes and fuels.

The Heritage Trust Program assists in the acquisition of land for environmental purposes. Kohlsaas spoke on a number of caveats on land purchasing and liability.

## Working Together: The Relationship Between Consultants, Sponsors and Government

Reed Bull, an engineer with Wilbur Smith Associates, spoke on the challenges of cooperating with airport planners, consultants, airport sponsors, local and state government to achieve their goals of a totally complete airport engineering project. He said the beginning of a successful airport project is starting with a competent airport planner and then building a team which will complete the needed airport improvement projects on time.

### Ralph Hood

What do an aviator with cigarettes in his ears, a Mississippi mountain climber and a Presbyterian deacon have in common? They all go by one name — Ralph

Hood.

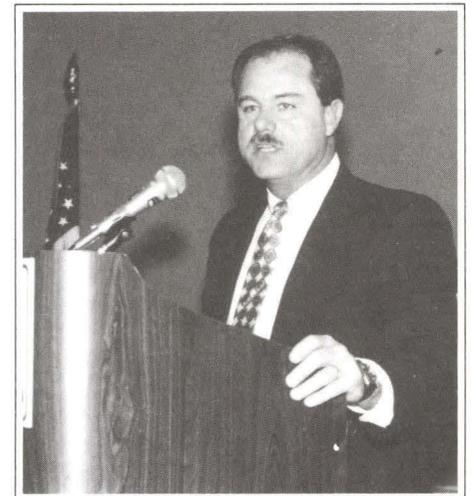
Hood, a southern-style humorist and columnist for FBO Magazine was on hand at the Thursday luncheon to lighten the mood of the day with a few of his stories designed to bring a smile to the face of anyone within five miles.

Sometimes serious, sometimes sad, always funny, Hood stuck to his axiom "About half my lies are true," and entertained everyone. He talked about everything from fertile grandfathers to selling insurance to the space shuttle to Clemson University. It was obvious from the constant laughter and the number of people who purchased pre-recorded tapes of his jokes that Hood was one of the most popular parts of this year's conference.

Don't miss next year's 1991 S.C. Airports Conference when it will be held at the Sheraton Charleston Hotel in downtown Charleston during the second week of November.



Above, Ralph Hood hams it up for the audience during his routine at the Thursday luncheon. Below, Steve Bassett of AOPA, gives an aviation overview of last year's congressional activities.



Robert Rook of Sherwin Industries, Inc. manufacturers of pavement maintenance equipment, introduces his company at the conference.



Above, Tammy Baxley of the Myrtle Beach Jetport proudly displays the sponsor board for the Horry County Welcome Reception.

## Economic Impact of Aviation Significant

Continued from Page 1

been increasing by 10.9 percent a year.

While the six commercial airports are vital to the state's annual economy contributing \$824.8 million, South Carolina's general aviation airports add a significant \$218.3 million to the state's coffers.

Utilization of S.C. airports is increasing dramatically. The six commercial service airports handled an average passenger increase of 18.3 percent per year from 1983 to 1987.

The largest increase was found at the Hilton Head Airport with a 696 percent rise in passengers since 1983. However, Charleston International Airport had more passenger enplanements in 1989 by transporting 639,502 people, a 38 percent increase.

Although the Florence Regional Airport had the lowest number of enplanements at 47,790 last year, it increased enplanements by 143 percent.

Columbia Metropolitan Airport lead all others in the amount of cargo arriving at their airport

***On a typical day in South Carolina:***

- More than \$2.8 million per day is spent in local economies which is attributable to aviation in the state;
- More than 5,700 people board aircraft at the state's six commercial service airports;
- 20,208 people report to work whose jobs are indirectly attributable to civil aviation;
- Another 4,384 South Carolinians report to work at the state's civil airports;
- Another 34,618 people work whose job is directly or indirectly attributable to military aviation;
- 2,400 aircraft land at the state's civil airports.

with more than 18,922 tons in 1989.

This study, prepared by Wilbur Smith Associates, analyzed 61 of the state's 75 airports, excluding privately owned airfields. Of these airports, six have commercial airlines and general aviation service. The remaining 55 civil airports are exclusively serviced by general aviation. In total, 45 of the state's 46 counties have an airport with either paved or turf runways.

According to the report, a recurring theme that arose in discussions throughout the state was the

need for economic development opportunities and jobs in rural areas.

Some manufacturing plants and industries need air services, while others do not. Businesses needing air transportation, while not necessarily locating at an airport, at least need convenient access to one.

It is impossible to have airports everywhere, but those communities that do have an airport, appear to have a perceived advantage over those that do not.

## EAA Sport Aviation Center Opens Its Doors

Continued from Page 1

Poberezny admitted his first love was civil aviation, and became animated when describing his early days of flying gliders and small planes, humorously relating how the CAA once took his license away.

Poberezny stressed that for aviation to survive, all phases must work together. The airlines, antiques, homebuilts, the FAA — all have a place, and if the vast ocean of air above us is to be utilized safely and fairly, we must work together, he said.

The spirit of volunteerism is also an element which binds EAA members. He said Chapter 242's



**Paul Poberezny**

efforts in building the SAC and their love of aviation remind him of the effort put forth in building the Eagle Hangar that is part of the

EAA Museum. In just over a year, the Eagle Hangar was built at a cost of \$14 million — and has been paid for.

In his unassuming, soft-spoken manner, he closed his talk at the banquet with, "Thank you for being part of my life."

During the banquet, awards were also presented. The Man of the Year award turned out to be Men of the Year. Ken Harrill and John Gardner were jointly honored for their many hours of coping with contractors, County Council, the Airport Commission and members of the chapter, in the building of the new Aviation Center.

# FYI From the FAA

## Human Behavior: The Main Cause of Accidents

The following is taken from FAA Accident Prevention Program, Human Behavior, the No. 1 Cause of Accidents.

Most aircraft accidents are highly preventable. Many of them have one factor in common: They were precipitated by some human failing rather than mechanical malfunction. Pilots who lived through accidents generally knew what had gone wrong. They were often aware of the hazards at the time they elected the "wrong" course of action, but in the interest of expediency, cost saving, self-gratification or similar irrelevant factors the wrong course of action was nevertheless selected.

It is a well established fact that our emotional makeup is largely responsible for the accidents we get into. Few of us are mentally ill, but not many of us are perfectly balanced either. The following list was assembled as a result of an international study on accident proneness. (Accident proneness by Shaw and Sichel; Pergamon 1971.) If a person fits several of the following, he is likely to be accident prone.

### THE BAD ACCIDENT RISK

Definitely Abnormal: The mentally defective or psychotic person.

The person who is extremely unintelligent, unobservant and unadaptable.

The disorganized, disoriented or badly disturbed person.

The person who lacks control and particularly the person who exhibits uncontrolled aggression.

The person with pronounced anti-social attitudes or criminal tendencies.

FEW PEOPLE BELONG IN THE GROUP ABOVE BUT IF YOU KEEP READING, YOU WILL PROBABLY RECOGNIZE SOMEONE YOU KNOW.

Traits frequently found among people considered quite normal are:

The selfish, self-centered or id-directed person.

The highly competitive person.

The over-confident, self-assertive person.

The irritable and cantankerous person.

The person who harbors grudges, grievances and resentment.

The intolerant and impatient person.

The person with marked antagonism to and resistance against authority.

The extremely anxious, tension-ridden and panicky person.

The person who already gives evidence of addiction to alcohol or drugs.

The person who has suicidal tendencies or who indulges in suicidal fantasies.

The people who exhibit the personality characteristics commonly associated with immaturity, such as: foolhardy impetuosity, irresponsibility, exhibitism, inability to appreciate the consequences of their actions, hypersensitivity, easily aroused emotionalism, unrealistic goals and a general lack of self-discipline, personal insight, worldly wisdom and common sense.

WHEN A TRAGIC ACCIDENT OCCURS, PEOPLE ANGRILY ASK WHY "SOMEONE" DOESN'T DO SOMETHING ABOUT THE OBVIOUS RISKS CERTAIN PILOTS TAKE.

Well "Someone" Has

There are some "do's and don't's" available to pilots that, by all statistical probabilities, could ensure the prevention of most accidents. On top of this list are the Federal Aviation Regulations and supporting Advisory Circulars. Born of a lot of know-how and practical experience, they are your checklist for survival. Not to follow them is like going against your own doctors or lawyer's advice.

So Why Do We Still Break The Rules?

It is mostly for immediate gratification of some emotional need as the above list of bad risks so clearly points out. It is common knowledge that a lot of things we often indulge in are not good for us (like smoking, speeding, over eating, gambling, etc.). We know this with our intellect but, unfortunately, our lives are too often guided by our emotions and this certainly holds true in aviation. The existing rules would go a long way to remedy this situation by the same personality traits that cause irrational breach of safety also make a person prone to disregard the rules that would ensure a safe operation.

The study also came up with a model of a good accident risk. A look at this list could almost induce one to seek a whole new philosophy of life. According to this study, when you behave as a bad accident risk, you

are showing your emotional weakness to everyone around you. The "good accident risk" model however, portrays an entirely different person.

Traits found in people considered to be good accident risks are: The well balanced person. The mature person. The well-controlled person. The person with a healthy and realistic outlook.

The person with kindly and tolerant attitudes toward others.

The people who are essentially moderate individuals, able to exercise adequate control over their impulses and emotions

The contented people who are not outstanding, but are friendly, cheerful, adaptable and accepting—provided they are reasonably intelligent, realistic and mature.

The decision is yours.

You need not be a genius to be safe. You merely have to be emotionally stable and accept the notion you are not in possession of all the facts for all situations and be willing to accept the recommendations of those who specialize in evaluation, assessing and administering aviation procedures.

It is easier to develop flying skills than good judgement. Good judgment may mean not flying when the weather is marginal (even if it is legal), or grounding yourself after taking "over the counter medicine." These are some of the decisions pilots must often make. Unfortunately, many pilots fail to make the proper decisions.

In simple terms, when we really want to do something we can generally make ourselves believe it is all right to do it.

We can't make rules for every situation. Limitations to consider are fuel reserves, weather, drinking, fatigue and others. Write them down. When you have a flight decision to make, re-read them and see whether you have enough character to stick with what you decided when you were conservative and not under emotional pressure to do something foolish.

The most important decision for you to make is to stick with the published rules, procedures and recommendations. They are there for well proven reasons and can take most hazards out of your flying. If you don't believe that, then you are really kidding yourself.



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**This Month . . .**

## **Inside Palmetto Aviation**

- EAA Chapter 242 Opens Sport Aviation Center
- Aviation's Contribution to the State's Economy
- 1990 Airports Conference -- A Success by Everyone's Standards

. . . and much, much more!

# **EAA Chapter 242 Elects 1991 Officers**



At their annual banquet, the EAA Chapter 242 elected 1991 officers. Pictured above (l-r) are John Gardner, Vice President; Earl Yerrick, Jr., President; Paul Poberezny, founder of EAA; Walter Carson, Treasurer; Paul and Pat Carter, Secretary; Buzz Purcell, Vice President; Mike Jones, Vice President.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.