South Carolina AVIATION News Letter

PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

VOL. 13 JULY 1962 No. 7

"OPERATION SWIFT STRIKE II"

The Department of the Air Force has requested designation of a temporary restricted area of approximately 2,640 square miles in South Carolina from the surface to 2,500 feet MSL during daylight hours from August 8 through August 18, 1962, to contain hazardous activities to be conducted in conjunction with a military exercise known as "Swift Strike II."

This exercise, involving approximately 500 military aircraft and 50,000 personnel in an air assault with paradrops by troop carrier aircraft and close support activities by jet aircraft, would be hazardous to non-participating aircraft.

The area will be bounded where possible by prominent landmarks, rivers, highways and railroads, and will exclude the Florence, S. C., and the Sumter, S. C., control zones and the airspace from the surface to 2,500 feet MSL within a 3-mile radius centered on the following civil airports:

a. Brown, S. C.
b. Sumter, S. C.
c. Huggins, S. C.
d. Moore, S. C.
e. Darlington County, S. C.
f. Bishopville, S. C.
g. Hartsville, S. C.

This temporary restricted area will be joint use with the Federal Aviation Agency Jacksonville ARTC Center designated as controlling agency and "CINCAFSTRIKE" as using agency. The Shaw AFB RAPCON, Shaw AFB, S. C., will be

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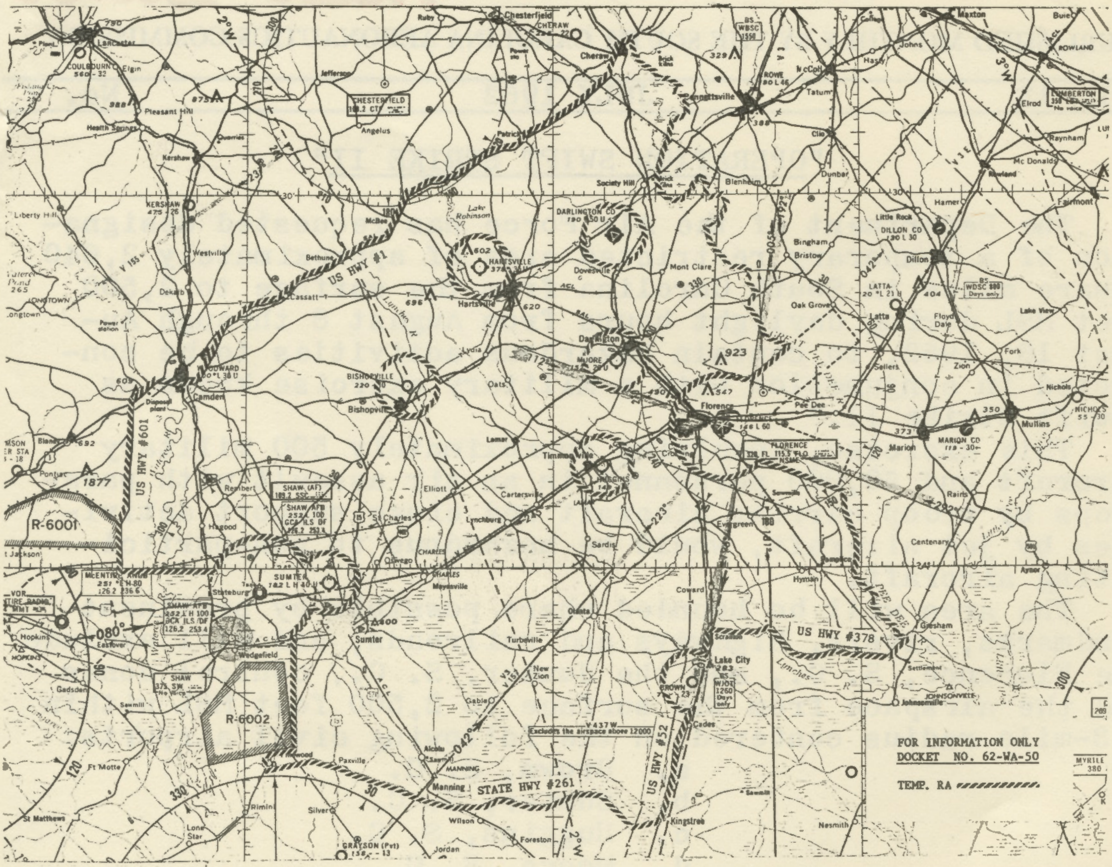
the liaison station for relay of information concerning release of the area between the controlling agency and using agency.

If this action is taken, Temporary Restricted Area Swift Strike II would be designated as shown on map below:



Captain H. F. Blackburn

SEATA CONVENTION

Plans have been completed for the annual Southeastern Aviation Trades Association Convention, Wednesday, Thursday and Friday, July 25, 26 and 27th.

Speaker for the Thursday luncheon will be Mr. William J. Schulte, Special Assistant to the Administrator, Federal Aviation Agency, Washington, D. C., and the speaker for the banquet on Thursday night, will be Captain H. F. Blackburn, a veteran Trans-World Airlines Pilot, directed the first over-ocean operation of land based transports during World War II, and was pilot on TWA's first scheduled flight from New York to Paris. Since retiring from active scheduled flying, he has been with the TWA Public Relations Department.

With the facilities available at the Wanderer Motel and panel programs scheduled for the business meeting, this should be the best SEATA Convention so far. Make your plans now to attend. It is not necessary that you be a member--just have an interest in aviation.

Make your reservations now with the Wanderer Motel, Jeykll Island or the S. C. Aeronautics Commission.

BREAKFAST CLUB

The last Breakfast Club met at the Shrine Club in Florence with 200 people attending and 50 aircraft. Entertainment was furnished by "Slim" Mims and his string band. It was a most beautiful day for the "clubbers" for flying this year.

The next meeting will be in Rock Hill on July 8th.

FEDERAL AVIATION AGENCY
INSTRUMENT PILOT EXAM-O-GRAM NO. 1

Reports from Controllers and Operations Inspectors indicate the need for more thorough understanding of approach and landing procedures by applicants for the Instrument Pilot Rating. Where radar is available, the pilot can become especially negligent about his own responsibilities. How would you cope with the following situation?

You are flying a light twin on an IFR flight plan to Lambert - St. Louis Airport, Mo. Your radio equipment includes two VHF transmitters, two omni receivers (108.0 - 126.9 mc.), an ADF receiver, and a marker beacon receiver. Prior to arrival at your clearance limit (STL VORTAC), you are cleared for an ILS approach to Lambert - St. Louis Airport, runway 24. Approach Control vectors you from the St. Louis VORTAC to the localizer course for a straight-in approach to runway 24 (see Approach and Landing Charts on reverse side of this sheet). St. Louis weather is 500-1, wind 200°/10 kts. Approaching the Outer Compass Locator inbound, you are advised that the ceiling and visibility are now 400-1, wind 140°/20 kts., landing runway 12.

1. **UNDER THE WEATHER CONDITIONS FIRST REPORTED, WERE YOU EQUIPPED FOR AN ILS APPROACH TO RUNWAY 24?**
   Yes. With either VOR Receiver you can utilize the localizer course.

2. **WHAT ARE YOUR MINIMUMS FOR AN ILS APPROACH TO RUNWAY 24?**
   Straight-in minimums are 200-1/2 (day minimums, over 65 kts., 2-eng. or less). However, though cleared for a straight-in approach, you are not equipped with a glide-slope receiver. Thus your minimums are higher, 400-1.

3. **HOW HAS THE WEATHER CHANGE AFFECTED YOUR MINIMUMS?**
   Though the ceiling is not below your straight-in minimums, you must now circle to land on runway 12. The circling minimums to runway 12 are 500-1; with the ceiling reported at 400 feet, you cannot complete either a circling approach to runway 12 or a straight-in approach to runway 24.

4. **WHAT IS YOUR CORRECT COURSE OF ACTION ON RECEIPT OF THE LAST WEATHER REPORT?**
   a. Execute a missed approach and request clearance to your alternate, or
   b. Request a radar vector for a VOR approach to runway 12. The AL chart lists 400-1 as straight-in minimums for aircraft equipped with dual omnis and receiving St. Charles Intersection. If you are faced with deteriorating weather and/or prolonged holding, request clearance to your alternate.

5. **DOES THE ACCEPTANCE OF A RADAR VECTOR AFFECT THE PRESCRIBED MINIMUMS?**
   No. It is the pilot's responsibility to determine whether approach and landing are authorized under existing weather conditions. You are informed of local weather conditions whenever the ceiling and visibility are at or below the highest circling minimums for the airport. If you violate the authorized minimums, the responsibility is your own.

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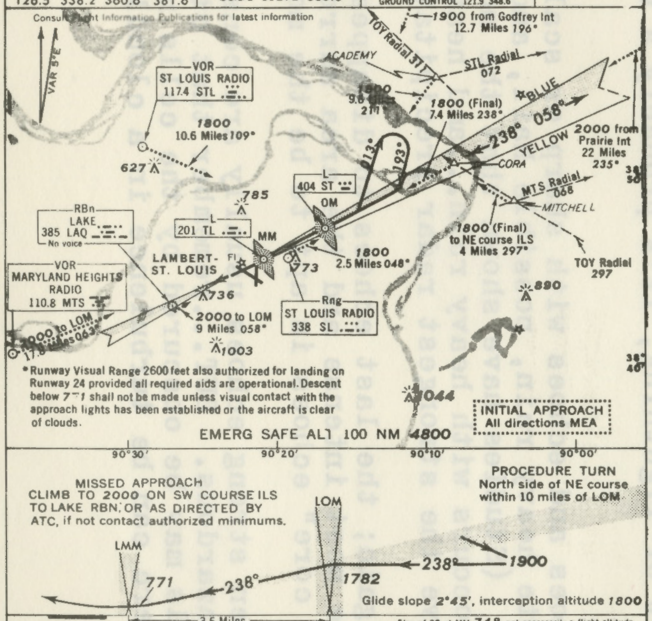
INST APCH PRO (FAA) — U.S. DEPARTMENT OF COMMERCE, COAST AND GEODETIC SURVEY — **LAMBERT-ST. LOUIS AIRPORT**, ST. LOUIS, MO.

ST LOUIS APPROACH CONTROL	LOCALIZER 110.3	ST LOUIS TOWER	RADAR AVAILABLE
117.4 118.1 123.7 126.2 126.5 338.2 360.6 381.6	I-STL GLIDE SLOPE 335.0	278 118.5 126.2 257.8 GROUND CONTROL 121.9 348.6	



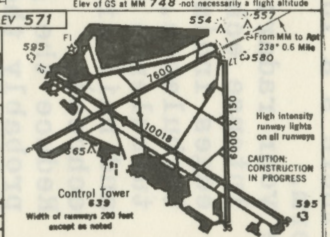
MINIMA — FIELD ELEV 571

	65 knots or less 2 eng or less		Over 65 knots 2 eng or less		Over 65 knots Over 2 eng	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
T**	300-1	300-1	300-1	300-1	200-½	200-½
C ‡	500-1	500-1	500-1	500-1	500-1½	500-1½
S 24* †	200-½	200-½	200-½	200-½	200-½	200-½
A	600-2	600-2	600-2	600-2	600-2	600-2

* See RVR note above for straight-in to Runway 24.
** Runway Visual Range 2600 feet also authorized for take-off on Runway 24 in lieu of 200-½ when 200-½ authorized, providing high intensity runway lights are operational.
†400-1 required with glide slope inoperative.
‡500-2 night circling minimums for Runway 6.
CAUTION: Bright mercury lights approximately 1400 feet from approach end of Runway 6 may be mistaken for runway lights.

RATE OF DESCENT ON GLIDE SLOPE

KNOTS	90	100	110	130	150
FEET/MIN	440	485	535	635	730

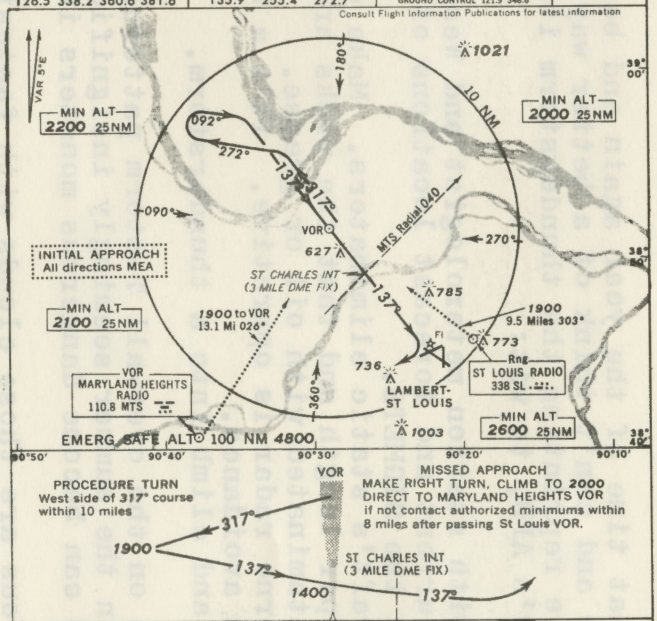


AL-360-ILS-RWY 24 — 38°45′N - 90°22′W — ST. LOUIS, MO.
FAA AC 62-1815
LAMBERT-ST. LOUIS AIRPORT

*******FOR USE AS STUDY MATERIAL ONLY*******

INST APCH PRO (FAA) — U.S. DEPARTMENT OF COMMERCE, COAST AND GEODETIC SURVEY — **LAMBERT-ST. LOUIS AIRPORT**, ST. LOUIS, MO.

ST LOUIS APPROACH CONTROL	ST LOUIS RADIO	ST LOUIS TOWER	RADAR AVAILABLE
117.4 118.1 123.7 126.2 126.5 338.2 360.6 381.6	117.4 STL 120.7 122.2 126.7 135.9 255.4 272.7	278 118.5 126.2 257.8 GROUND CONTROL 121.9 348.6	



MINIMA — FIELD ELEV 571

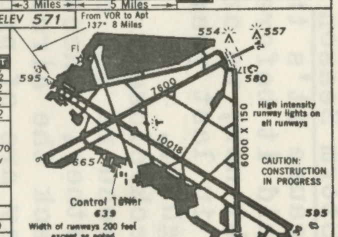
	65 knots or less 2 eng or less		Over 65 knots 2 eng or less		Over 65 knots Over 2 eng	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
T	300-1	300-1	300-1	300-1	200-½	200-½
C	500-1	500-2	500-1½	500-2	500-1½	500-2
S 12 *	500-1	500-2	500-1	500-2	500-1	500-2
A	800-2	800-2	800-2	800-2	800-2	800-2

* If aircraft dual omni or DME equipped and St Charles Int received, the following minimums apply 400-1
CAUTION: Bright mercury vapor lights on Interstate Highway 70 approximately 1400 feet from approach end of Runway 6 may be mistaken for runway lights.

FACILITY TO AERODROME: 137° 8 NM

TIME FROM FACILITY TO MISSED APPROACH

KNOTS	90	100	110	130	150
MIN/SEC	5:20	4:48	4:22	3:42	3:12



AL-360-VOR — 38°45′N - 90°22′W — ST. LOUIS, MO.
LAMBERT-ST. LOUIS AIRPORT

The Following is From
FLIGHT SAFETY FOUNDATION ACCIDENT PREVENTION BULLETIN

1. T-Storm Season
Because it's that time of the year again and because we have said it before and can't think of a better way of putting it right now, we are reprinting the thunderstorm item we included in last year's APB, to wit:

Preflight...

1. Check closely with station meterologist and Weather Bureau re the current and forecast locations of severe weather. Check the SIGMETS.
2. Check the aircraft's static eliminators. Make certain they are of proper length and that the wicks are not worn off or contaminated with oil or grease.
3. Make sure airborne radar is operative. It's a key tool in thunderstorm avoidance.
4. NEVER take off and climb into a thunderstorm.

En Route...

5. Keep up-to-date on the over-all T-storm patterns.
6. Remember that in the summer seemingly insignificant fair-weather cumulus can become dangerous monsters in a matter of minutes.
7. The most dangerous are those clouds with fastest growing tops.
8. If there's a lot of lightning, it's probably a wicked storm.
9. Use your radar:
   a. Intense echoes and echoes with sharp or scalloped edges indiate heavy rain, possible hail, and turbulence. (Studies have shown that the most turbulence occurs with heavy rain...and heavy rain and hail give the strongest radar precipitation echoes).
   b. Reduce the gain; the last echoes to disappear are probably the most intense and the area surrounding these "hard core" echoes is apt to be the most turbulent.
   c. Areas between strong echoes usually are considered the least hazardous. BUT...remember that other T-storm cells may be obscured by the cells nearest you, and there can be turbulence in a cloudless area.

10. If you can't climb above the storm or circumnavigate it, use your radar to locate the weak spot in the line and go through at a 90° angle to the line.
11. Circumnavigation of a T-storm is preferable at the highest level; if high-level circumnavigation is not possible, the second best level is at 10,000 feet or below, and below the cloud base if terrain clearance is adequate.
12. Avoid flight at or near the freezing level; here is where hail is most likely to be encountered; ditto static electricity discharges.
13. If you have to go through the T-storm area, select a flight level other than at or near the freezing level; turn cockpit and cabin lights to high intensity; and slow the aircraft to the best penetration speed (as prescribed in the operations manual).
14. If you have no radar and thunderstorms are a problem, ask for flight-following assistance from FAA.
15. Remember that the most turbulent area is usually throughout the middle third of the vertical cloud structure.
16. Remember, too, that the heaviest icing is associated with air temperatures of 0° to $-10^{\circ}C$.

Landing...

17. Never attempt a landing in a thunderstorm or if one is in the immediate vicinity of the airport. Get help from air traffic control to make certain your letdown and approach do not take you into a storm. Either delay your approach or proceed to an alternate rather than attempt to penetrate a thunderstorm on letdown and landing.

INAUGURAL FLIGHT

The Piedmont inaugural flight was filled to capacity to Augusta and then to Atlanta, Georgia. The luncheon program in Atlanta was most enjoyable; the guest speakers were the Hon. Mayor of Atlanta and a member of the Civil Air Patrol from Washington, D. C. Gifts were presented to each, courtesy of Piedmont and the Augusta Airport Commission. This flight departed Columbia, Friday morning, June 22nd and returned to Columbia the same afternoon.

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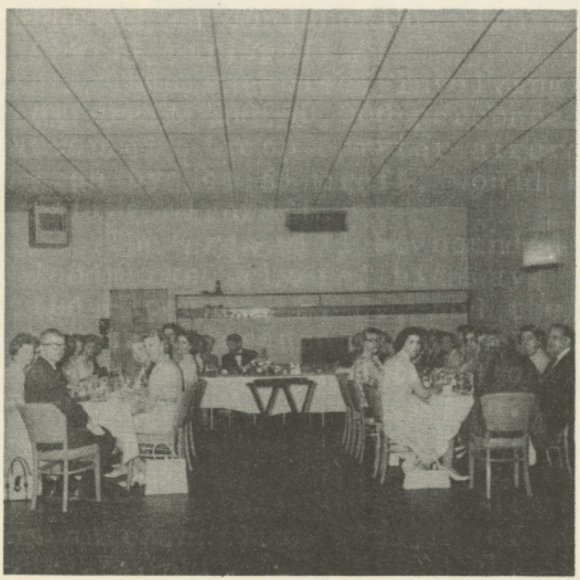
1962 AVIATION EDUCATIONS WORKSHOP



Thirty public school teachers were awarded certificates of merit upon completion of a three weeks workshop at the University of South Carolina on Friday, June 29th. Mr. Lester F. Hembel, a member of the Aeronautics Commission from Saluda, presented the certificates at a luncheon held at Henry's Restaurant. Highlights included flights to Cape Canaveral and Beaufort Marine Air Station, and experience flights in light aircraft.