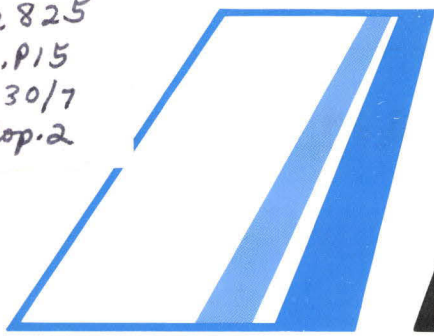


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STATE DOCUMENTS

# Palmetto AVIATION

VOLUME 30 / NUMBER 7

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JULY, 1980

## S.C. Teams Place 9th, 11th in Air Classic

Two teams from South Carolina, competing in a field of 45 entrants, placed ninth and eleventh in the 1980 women's Air Race Classic which ended in Columbia June 13.

Carolyn Pilaar and Gary Wheeler, both of Greenville, piloted their Bellanca Decathlon across the zig-zag 2,433 mile course from Corpus Christi, Tex. with a ground speed of 140.26 MPH. Their speed earned them 19.259 points and gave them a ninth place finish.

Anna Kate Hipp and Merry Robertson, also of Greenville, flew a Beech Sierra donated by Stevens Beechcraft at Greer. They averaged 161.07 MPH for a score of 18.07 which put them into eleventh place.

A third South Carolina team, Lee Orr and Dot Penny of Spartanburg, placed 36th in the race. Three teams were disqualified and six failed to complete the race, so Lee and Dot's 36 place finish put them last in the race. They received \$100 worth of sirloin strip steaks, the prize



**Ninth Place Team Carolyn Pilaar and Gary Wheeler.**

awarded to the team with the lowest score.

The aircraft with the highest ground speed is not necessarily the winner. Since there are airplanes ranging from 145 to 520 HP, each pilot races against a handicap set for her airplane. The handicap is determined by running each type airplane along a race course. The average of the

three runs is the handicap. If a handicap of 150 MPH is set, for example, each mile per hour over 150 the airplane does, is a plus point. The highest plus score over the course wins.

Pilots play wind and weather for the best score and serious racers had their own weathermen to assist them in selec-

*Continued, Page 3*

## Joe Giltner Suffers Fatal Heart Attack

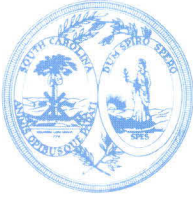
Joe Giltner, a principal in the Bermuda High Soaring School and soaring enthusiast who trained hundreds of glider pilots, died June 22 after suffering a heart attack in the National Soaring Meet at Springfield, Ohio.

Giltner, 61, was manager of Bermuda High Soaring School from its beginning in 1963. A couple of years later, he bought the school and operated it until 1974 when he sold his interest. He continued to fly in competition and give instruction on an occasional basis.

Fred McFawn, current co-owner of Bermuda High, remembers Joe as, "Quite a pilot. There are many glider pilots who owe their ability to him," McFawn said. "He was always willing to help people who needed help with their gliders, technically and with instruction."

Giltner was the glider examiner designee at Chester for a number of years and was a former postmaster there.

He is survived by his wife, Lucy; two sons, Sam and Joe Giltner and a daughter, Pam.



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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## CAP Names Model Winners

by  
**Captian David I. Johnson Sr.**  
Director of Aerospace Education

The South Carolina Wing of the Civil Air Patrol recently hosted its first state-wide Model Airplane Static Display and Flying Competition among the CAP Cadet Squadrons. The static display competition was held at Wing Headquarters in Columbia located at Owens Field. The flying competition was to be held at Fort Jackson but moderately high winds caused a cancellation of that event.

CAP Cadet Winners of this year's static display competition were: T/Sgt Christopher Lynch, First Place; T/Sgt Cheryl Lynch, Second Place; C/B Mark Lewter, Third Place. A/lc David Christopher and A/B Carl Shultz received Honorable Mention. Ironically, all of the winners are from the Lake City Composite Squadron commanded by Major Edgar Lynch. Captain Harold Bueneman, a veteran Search and Rescue mission pilot was the competition judge. Air Force Technical Sergeant Larry Lane made the award presentations to the cadets. The South Carolina Wing is commanded by Col. George Compton.

## Barton Named Chief Pilot At Stevens

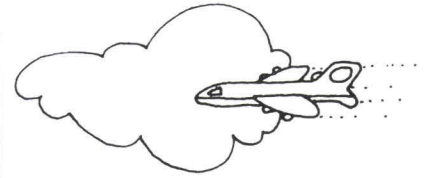
Charles C. Barton has been appointed chief pilot of Stevens Beechcraft, Inc., and Robert C. Cooper has been appointed assistant chief pilot.

Barton was formerly director of charter operations with 25 years of service at Stevens. Cooper was a line pilot, with Stevens for 11 years. Their new responsibilities cover the headquarters facility at Greer, and the Knoxville and Nashville, Tennessee, and Louisville, Kentucky offices.

## Aero Charts

The 1980-81 state aeronautical charts will soon be distributed to FBO's around the state. They will be available to pilots at no charge.

## AM Weather



Aviation weather, a comprehensive weather program designed for pilots, is broadcast every weekday morning at 7:45 a.m. over the ETV television channels in South Carolina.

The South Carolina Aeronautics Commission encourages pilots to view this 15 minute program before planning a trip. It is an excellent supplement to the FSS briefing.

The program is shown over the following channels:

Allendale Barnwell . . . . .	WEBA/Channel 14
Beaufort . . . . .	WJWJ/Channel 16
Charleston . . . . .	WITV/Channel 7
Columbia . . . . .	WRLK/Channel 35
Florence . . . . .	WJPM/Channel 33
Greenville-Spartanburg . . . . .	WNTV/Channel 29
Rock Hill . . . . .	WNSC/Channel 30
Sumter . . . . .	WRJA/Channel 27

## Be Vigilant Going to Oshkosh

For those planning to fly to the Oshkosh Experimental Aircraft Association Fly-in Aug. 2-9, the Wisconsin Bureau of Aeronautics reminds us to be especially vigilant, particularly of fuel related problems.

"Each year, a number of the thousands of pilots flying to Oshkosh are involved in accidents," The Bureau says. "Our information indicates that many are fuel related. We know that some of these could have been prevented with proper planning:

- Don't stretch your fuel range.
- Call ahead to be sure fuel is available.
- Be sure to see if appropriate octane rating fuel is available.

Also, be wary of weather, make use of FSS services, file a flight plan and don't overextend yourself.

## Air Race Classic

Continued from page 1

ting the best times and best altitudes to fly.

The race began at 9 a.m. June 10 at Corpus Christi. The airplanes departed at 20-second intervals, headed for Abilene, the first stop. From Abilene, the pilots had to stop at Fort Smith, Ark., Salina, Kan., Waterloo, Iowa, Marion, Ill. and Huntington, W. Va. before arriving at the terminus in Columbia.

Only time in the air was counted. Time started when the aircraft received its takeoff clearance and stopped when it made its fly-by at the control tower of the next stop. Rules required an instrument rated pilot in each airplane, but the race was flown under VFR, daylight hours only. Pilots had to complete the race course and arrive in Columbia before sundown, June 13.

Carolyn and Gary's ninth place finish won them \$400 cash and, as the team from South Carolina with the highest score, they received a model of a Beechcraft V35B Bonanza donated by Stevens and silver boxes courtesy of South Carolina National Bank.

Anna Kate Hipp and Merry Robertson won prizes for the fastest time on the second leg — from Abilene, Tex. to Fort Smith, Ark. — and for the second fastest time on the fourth leg — from Salina, Kan. to Waterloo, Iowa. They received Sarah Coventry jewelry and a \$50 cash prize.

South Carolina Aeronautics Commission Director John W. Hamilton commended the South Carolina teams for their showing in the race.

"Their fine showing in a highly competitive event should make the whole state proud of the expertise and skill exhibited by these ladies," Hamilton said. "It was a



Merry Robertson, left, and Anna Kate Hipp, 11th place.

tough event and these pilots performed admirably."

The first place winners were Pat Jetton and Elinor Johnson of Texas, flying a Beech Debonair. Ms. Jetton and Johnson had a ground speed of 207.8 MPH and a plus score of 24.8. They received a \$3,000 cash prize and an AVSTAR electronic flight computer.

The race is a sophisticated test of ability to operate an aircraft precisely and apply skills in navigation and meteorology. The contestants are women of all ages and professions, their experience ranging from the just-licensed pilot to those with numerous ratings and thousands of hours.

Ms. Pilaar is owner of Carolyn's flight Academy in Greenville, and has 9,000 hours with ATR, single engine land/sea, multi-engine land, flight instructor airplanes/instrument, commercial helicopter/glider, basic, advanced and in-

strument ground instructor ratings and an airframe and powerplant license. She is chairman of the Foothill 99's.

Gary Wheeler, Ms. Pilaar's co-pilot, has 400 hours, is instrument rated with single-engine land and sea certificates. She is a registered nurse, and is employed as a senior general surgical nurse.

Anna Kate Hipp, pilot of the Sierra, has 1,120 hours, a commercial and instrument rating. She is a housewife and a member of Foothills 99's. She has three children and her insurance executive husband is also a pilot.

Merry Robertson, co-pilot of the Sierra, has 600 hours and is instrument rated. She is also a member of the foothills 99's. She has four children. Her husband, a lawyer, is also a pilot.

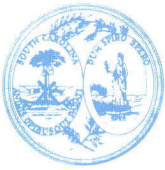
Lee Orr and her husband own the FBO (Orr Aviation) at Spartanburg and Shelby. She has three daughters who are all pilots. She is a member of the Blue Ridge chapter of the 99's and holds a commercial, multi-engine, instrument rating with 1,000 hours. Lee flew a Cessna 172 in the race.

Dot Penny, Lee's co-pilot, has been a newspaper carrier, soda jerk, dimestore clerk, high school teacher, social worker, insurance underwriter, a mother and grandmother. She is now a pilot with 140 hours. This is the first Air Race Classic for both Lee and Dot, although Lee has raced in an AWTAR and an Angel Derby.

The Air Race Classic is the successor to the famous Powder Puff Derby which was discontinued in 1976. Some of the former Derby racers could not give up the fun and excitement of cross-country racing and decided to form another race which they named the Air Race Classic.



Dot Penny, left, Lee Orr Won \$100 Worth of Steaks.



# SOUTH CAROLINA AERONAUTICS COMMISSION

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## SC 29211 Aviation Calendar

# FAA South to host 'Listening Session'

Louis J. Cardinali, director of the FAA's Southern Region, will conduct a "Listening Session" at 7:30 p.m., Thursday, July 10, at Trident Technical College, Charleston, S.C.

The session will be in room 118, building 200, 7,000 Rivers Avenue, near the Charleston Municipal Airport. The general public is invited to attend.

The session will provide a forum for the aviation community to express concerns about FAA services, operations and facilities. Attendees will include airport managers, fixed-base operators, air taxi operators, air carrier representatives, military aviation officials, state and local transportation leaders, pilots and flying club representatives.

There will be no formal agenda or FAA presentation during the meeting. Cardinali will serve as moderator. He will be assisted by key members of the regional office staff and agency facility chiefs from airports and offices in the area. The group will respond to questions and discuss any problems relating to aviation.

The meeting will open with a brief pilot safety meeting and will feature a new video-slide presentation on energy conservation measures, "Pot of Gold." This portion of the program will be presented by FAA accident prevention specialist Frank Kelley of the Columbia General Aviation District Office (GADO).

The evening's safety meeting-listening session will culminate a full day of FAA-sponsored aviation activities at the airport.

At 11 a.m. the FAA will formally dedicate its more than \$3 million airport traffic control tower. Expected to participate in the ceremonies are a number of high-ranking federal, state and local government officials.

The public is also invited to attend this ceremony which will be held at the base of the new control tower.

### July 10:

Safety meeting and FAA listening session with Southern Region Director Louis J. Cardinali, 7:30 p.m. at Trident Technical College, room 118, building 200.

### July 17:

Meeting of the Charleston chapter EAA, 7:30 p.m., in the control tower.

### July 19-20:

Annual Beaufort Water Show and Festival, featuring air show over the river with Russ Appleton and Bobby Jonte. Marine Corps helicopter rescue demonstration.

# Imposter tunes in Tampa (Fla.) tower

The captain of the Delta Airlines jet was undoubtedly startled to hear the Tampa tower controller compliment his skills. As the jet slowed on the runway and swung onto the taxiway, the controller piped up, "Nice turn."

What the Delta captain thought was a tower controller turned out to be an imposter. Five incidents of the fake controller speaking on the tower frequency were reported at Tampa International airport recently. And though none of the incidents proved serious, one jet was forced to make a go-around as a result of the imposter.

When the imposter was heard Controllers quickly realized what was happening and countermanded instructions issued by the person, FAA southern region spokesman Jack Barker said. "There was never any compromise in safety," Barker said. "They knew what was happening."

In one incident, an Eastern jet was given a clearance to take off, but was not in a position to do so. The real controller countermanded the fake order.

A helicopter that had asked for permission to air taxi from one ramp to another was given approval by the imposter, but that clearance also was negated by tower personnel.

The pilot of another aircraft awaiting departure was told to "check his six o'clock position."

The most serious incident involved a TWA jet that was on final. On the flareout just before touchdown, the imposter told the TWA captain to go-around. The pilot, who was not aware of the imposter, dutifully fed in power and circled for another landing. The tower controller explained what was happening, and on the second approach the imposter again order the TWA jet to abort the landing. The order was quickly cancelled by the tower, and the jet landed safely.

No incidents have been reported since, Barker said, and no suspects have been taken into custody. The FBI and FCC have obtained tapes of the imposter, and are investigating the incidents.

## Breakfast Club



On June 22, 167 people in 64 airplanes converged onto the Huggins Airport near Timmonsville for breakfast. Club secretary Anne Hawkins said they were "just thrilled" with the big turnout.

Now that the weather is nice, the twice monthly meetings of the Breakfast Club provide a good excuse to get the family out for a flight and enjoy good company and conversation.

The July schedule is:

**July 20** ..... **Sumter Airport**

On Aug. 3, the club will meet at John's Island Airport. Breakfast will be cooked and served in the hangar, compliments of the Civil Air Patrol.