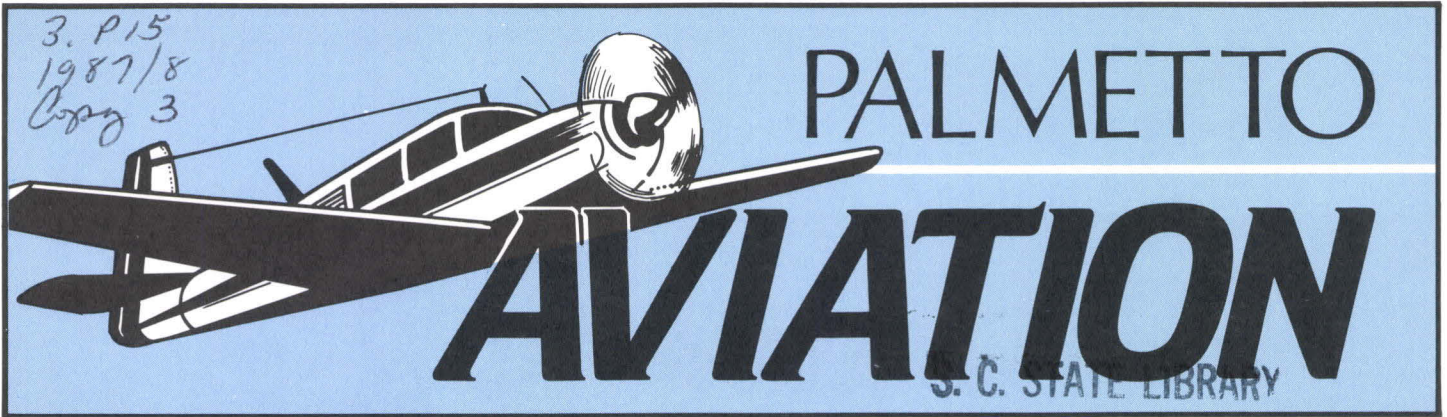


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STATE DOCUMENTS

# World War II Bomber Visits Columbia



Photo by Win McNamee, State-Record

"Texas Raiders," a restored World War II B-17 Flying Fortress visited the capitol city last month and was on display for several days at the Columbia Metropolitan Airport.

Retired Lt. Col. Dellon Bumgardner and a Confederate Air Force crew, including wives flew her to Columbia from Houston, Texas, her home base. She was on display at Eagle Aviation for several days courtesy of the Gulf Coast Wing and the Carolinas Wing of the Con-

federate Air Force (CAF).

The CAF is an organization that has, for the past 30 years, assembled and maintained a collection of flyable World War II combat aircraft.

"Texas Raiders" has just completed a two-and-a-half year restoration and is now more than 85 percent historically complete. The cost of restoring her so far stands at almost \$250,000.

Bumgardner, 63, flew B-17s over Europe during World War II.

"After the war I never wanted to see another B-17," he said. "But as you get older, you tend to mellow and one day I realized that the 'B' brought me back in one piece time and time again. I'm not sure if any other plane could have done that."

The B-17 was built by Boeing and has a 110 foot wing span and a takeoff weight of about 70,000 pounds with a 10-member crew and fuel and bombs. She also carried 13 50-caliber machine guns.



**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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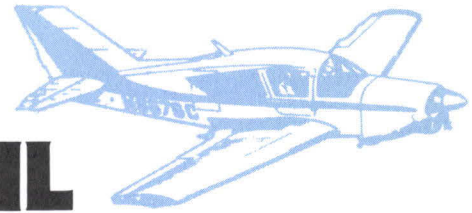
A. Wayne Phillips  
Editor

**Offices at Columbia Metropolitan Airport**

**Mailing Address:**

Post Office Drawer 1987  
Columbia, South Carolina 29202  
Phone: (803) 734-1700

# AIR MAIL



## We've Been Hoaxed

I think that you have been hoaxed. The April 1987 edition of *Palmetto Aviation* contains a story about the death of the "survivor of aviation's first crash in 1908."

If Mr. Oliver H. Renninger, subject of the story, was indeed a passenger on Orville Wright's airplane on 17 Sep 08, he was well hidden...the only passenger was Lt. T.E. Selfridge, who died in the crash. The Wrights didn't carry two passengers until several years later, and certainly not during the Army trials of 1908, which required only two people on board.

R.L. Taylor  
Dublin, Ohio

Dear Sir,  
My hobby is aviation history and I just can't help taking issue with your story about the "survivor" of the first airplane crash. I don't know the source of your information but it is completely inaccurate.

First of all, this was not the first airplane crash—just the first fatal crash. The airplane could barely get off the ground with two persons aboard. Lt. Selfridge, who was killed, was the passenger. The pilot, who was badly injured, was Orville Wright. I don't see how Mr. Renninger could be classed as a survivor of the crash when he was not aboard the plane.

I hope this will help set the record straight.

Donald A. Sankey  
Greenville, S.C.

*Our story concerning Mr. Renninger was taken from two other reputable aviation publications. After receiving these inquiries, Palmetto Aviation has spent the past couple of months looking into the matter.*

*According to Darrell Collins, one of the guides and historians at the Wright Brothers National Memorial at Kitty Hawk, NC, the story first appeared in the New York Times in February. A retraction was printed the next day when the information was discovered to be in error. However the retraction was not picked up quickly enough to stop the story from receiving wide distribution throughout the country.*

*Mr. Collins said that he has received several calls concerning the story and has also looked into the matter. According to Mr. Collins, Renninger was a member of the U.S. Army Signal Corps in 1908 and was assigned to assist in the demonstration of the Wright Flyer. His duties included helping to set up the Flyer and the facilities that the brothers needed.*

*Mr. Collins said that he was unable to determine if Renninger ever flew in the Wright Flyer, but certainly he did not on this occasion.*

*Thanks for the letters.*

*The Editor*

# C.A.P. NEWS



## Summer Encampment

The South Carolina Wing of the Civil Air Patrol is sponsoring a Summer Encampment for Cadets at Charleston AFB. The camp lasts from August 9th through the 14th. Cadets will be living in base dormitories and dining at the mess halls.

During the encampment the cadets are introduced to military life. Along with the normal activities of marching, inspections and leadership training, tours of various military and civilian facilities have been arranged for cadet enrichment.

## Eagle's Fly

One of the many Civil Air Patrol activities designed for the young adult is

Eagle's Fly. It is a program consisting of orientation flights to introduce cadets to aircraft handling, visual referencing and area navigation, aviation safety, and observer and weather training.

The program entails a minimum of six orientation flights in a CAP aircraft with qualified CAP pilots in command. Each flight follows specific criteria to accomplish desired course objectives. When they can be arranged, flights on military aircraft may be included in the later stages of the program.

If you are interested in this program or any of the many programs offered to young adults through the Civil Air Patrol contact the S.C. Wing Headquarters at P.O. Box 6541, West Columbia, S.C. 29171-6541 or phone 737-1938.

## Breakfast Club



- August 9** Newberry Municipal Airport  
Newberry
- 23** Cheraw Municipal Airport  
Cheraw
- Sept. 6** Oswalt Field (House Movers)  
Batesburg
- 20** Huggins Memorial Airport  
Timmonsville
- Oct. 4** Woodward Field,  
EAA Chapter 3 Fly-in  
Camden
- 18** Orangeburg Municipal Airport  
Orangeburg (Election of Officers)
- Nov. 1.** Kirk Airbase  
Lancaster

## S.C. Air Guard Rated Excellent



The S.C. Air National Guard scored high marks on its ability to perform in combat situations, according to the 9th Air Forces Inspector General's Office.

The Air Guard unit, which flies the F-16 Fighting Falcon received excellent ratings in all major categories of its Operational Readiness Inspection performed last month at the Travis Field Training site in Savannah, Georgia.

The 169th Tactical Fighter Group, the operating unit that underwent the inspection, was singled out in three areas as the "best observed to date" among 9th Air Force gained units. Those areas singled out were cargo preparation for mobility, survival recovery in a chemical warfare environment and damage assessment.

The fighter group began the inspection on July 10 by mobilizing and processing over 800 guardsmen at McEntire Air National Guard Base, about 12 miles east of Columbia. The group then deployed to Savannah with the unit's 24 F-16



fighter jets. The guardsmen were then tested on how quickly they could regenerate those aircraft for combat missions.

Following the regeneration phase, the inspectors put the South Carolinians through three days of intensive combat scenarios, which involved up to 75 sorties per day and a continual series of airfield attacks.

The guardsmen had to maintain and operate the aircraft in a simulated chemical environment. This involved the wearing of bulky chemical warfare suits and gas masks which would quickly become soaked with perspiration as temperatures during the days soared to above 100 degrees.

The F-16 pilots were tasked with a multi-role commitment involving air-to-air and air-to-ground combat scenarios. They were cited by the inspectors for their weapons accuracy.

"The 9th Air Force has very high standards," said Lt. Gen. Charles A. Horner, commander of the 9th Air Force, to the guardsmen during the inspection debriefing. "Frankly, you started off great and just got better and better."



# Freedom Weekend Afloat?

What was supposed to have been an explosion of color across the evening skies surrounding Donaldson Center during Freedom Weekend Aloft, July 2-5, turned out to be an explosion of thunder and lightning that harrassed the festival throughout the weekend.

This year's festival was plagued with problems from the beginning, most of them due to the weather. Threatening skies and periodic thunderstorms kept attendance at this year's festival well below projections. Sunday's crowd was estimated to be about 25,000, but Festival Chairman Bert Fitzgerald said the festival needed 90,000 to 100,000 to break even.

When everything is settled and counted, this year's festival could lose between \$50,000 and \$100,000 dollars.

As gloomy as the weather was, there were several bright spots for the festival. About 1,000 spectators lined Main Street Saturday morning for the first ever Freedom Parade in downtown Greenville.

The parade began in the morning around the Daniel Building and made its way down Main Street to City Hall. Mayor Bill Workman served as grand marshal. Parade participants wore red, white and blue and included children on decorated bicycles and more than 40 balloon chase crews in decorated trucks and vans.

Riders from the California Saddle Club also participated in the parade which organizers said will become a permanent part of the festival.

Good weather Sunday morning allowed the key-grab competition to be completed as planned. Although none of the

80 balloonists competing grabbed the set of keys to a new truck, two did manage to pluck sets that won them \$1,000.

The competitors had launched their balloons three miles from the marked competition area where three 30-foot poles stood with the keys on top.

Because of a shift in the wind, fewer than half of the balloonist made it to the target. However, they were greeted enthusiastically by the spectators who offered applause and shouts of advice to those who took a chance at grabbing a set of keys.

The festival's main attraction, mass ascensions, never occurred. The festival ended with only four balloon flights, all of them fly-ins. All four mass ascensions were cancelled or changed due to weather and winds.

Despite this year's problems, festival organizers are already planning for next year and beyond. Negotiations are already underway to extend the festival's partnership with Donaldson Center for another five years.





# TENTH ANNUAL SOUTH CAROLINA AIRPORTS CONFERENCE

If you have not yet made plans to attend the Tenth Annual South Carolina Airports Conference, its time to start planning now. This year's conference will again be held at the Marriott Hilton Head Resort in Shipyard Plantation on Hilton Head Island.

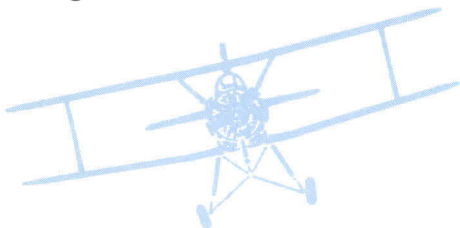
The conference has expanded by one day and will begin on Tuesday, November 17 and conclude on Friday the 20th. Preregistration packets are being mailed at this time. If you do not receive your packet by the end of this month, contact Dee Vickery at 1-800-922-0574 to have one mailed to you.

This year's conference promises to be the largest to date and will cover a full range of topics that should be of interest to anyone involved in the field of aviation.

The cost of this year's conference will be a bit different than in the past. Persons arriving Tuesday p.m. and Wednesday a.m. should expect to pay the registration fee of \$100 per person. This fee covers conference costs, and includes Wednesday and Thursday luncheons, refreshment breaks, and a cocktail party/seafood dinner on Thursday night. Those arriving after lunch on Wednesday will need to pay only \$80 for registration.

Optional activities will include a tour of Daufuskie Island. A golf tournament, open to all conference participants at no charge, is being planned for Tuesday afternoon. If you are interested, let us know when you preregister so we can plan accurately.

Make your plans now to join us at Hilton Head in November. It promises to be a great time.



## AGENDA

### Tuesday, November 17, 1987

3:00 p.m. - 5:30 p.m. Registration  
6:00 p.m. - 7:30 p.m. Reception (*dinner on your own*)

### Wednesday, November 18, 1987

8:30 a.m. - 12:00 noon Registration  
9:00 a.m. - 9:30 a.m. Welcoming Remarks  
9:30 a.m. - 10:00 a.m. Mr. Raymond S. Enslow  
10:00 a.m. - 10:15 a.m. Coffee Break  
10:15 a.m. - 12:15 p.m. Concurrent Sessions  
Airport/FBO Liability  
FAA Listening Session  
12:30 p.m. - 2:00 p.m. Buffet Luncheon  
Guest Speaker (TBA)  
(afternoon and evening free)

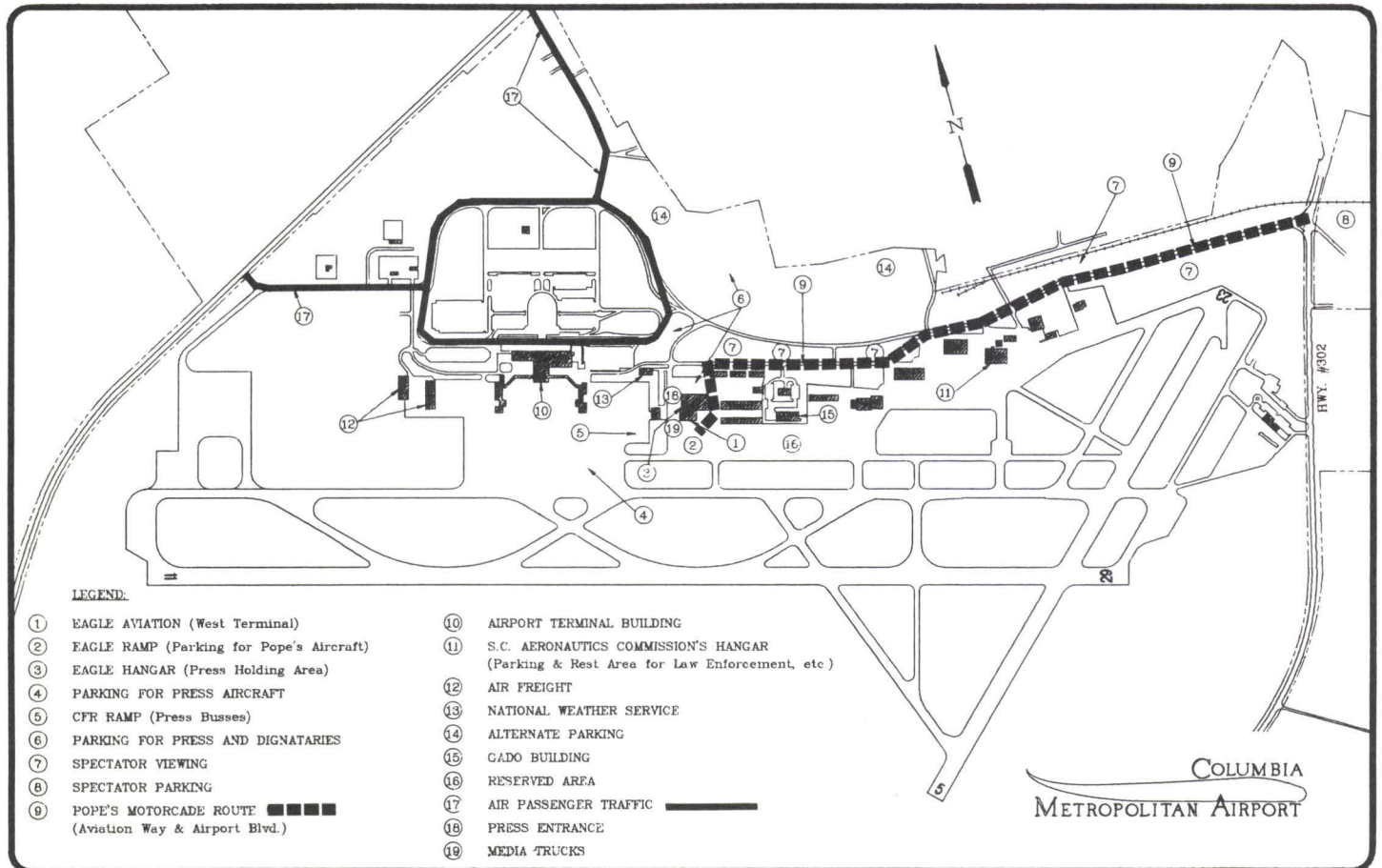
### Thursday, November 19, 1987

8:30 a.m. - 9:30 a.m. Concurrent Sessions  
State and Federal Grant Procedures  
Industrial Air Park Development  
Project/Construction Management  
Taxation and Registration Laws  
9:30 a.m. - 9:45 a.m. Coffee Break  
10:00 a.m. - 11:30 a.m. General Session - Presentations by:  
Senator Isadore Lourie, Senator Horace  
Smith, and Delta Airlines  
11:30 a.m. - 12:30 p.m. Concurrent Sessions  
Rules/Regulations/Minimum Standards  
Airport Safety  
Local Airport Commissions/Managers  
FBO Problems/Concerns  
12:30 p.m. - 2:00 p.m. Luncheon  
Guest Speaker (TBA)  
2:15 p.m. - 4:00 p.m. Concurrent Sessions  
Airport/FBO/Liability  
FAA Listening Session  
Coffee Break  
4:00 p.m. - 4:15 p.m. "Sex Discrimination"  
4:15 p.m. - 5:15 p.m. Cocktails, Seafood, etc.  
6:00 p.m. - 'til

### Friday, November 20, 1987

9:00 a.m. - 10:00 a.m. Video Presentation by Cheraw Airport  
Commission and Town of Cheraw  
"Safe Airport Project"  
10:00 a.m. - 10:15 a.m. Coffee Break  
10:15 a.m. - 11:15 a.m. Concurrent Sessions  
State and Federal Grant Procedures  
Airport Safety  
Rules/Regulations/Minimum Standards  
11:30 a.m. - 12:00 noon General Assembly  
Closing Session  
Drawing for Door Prizes

# Pope's Visit to South Carolina to Begin at Columbia Metro



As most of you know, Pope John Paul II will be visiting Columbia during his North American tour next month. The Pope is due to arrive at Columbia Metropolitan Airport at 3:30 on Friday, afternoon, September 11, and depart that same evening at about 8:30.

Officials are expecting crowds to be in excess of 250,000 people with a large portion of those lining the Pope's motorcade route out of the airport and into the city.

Airport officials have been working for several months on preparation for this event, and have come up with the plan as depicted on the map.

As you can see, spectators (denoted by the circled number 7) will be kept on the north side of the motorcade route.

The Pope will deplane at the Eagle West terminal where he will be greeted by Governor Campbell and other dignitaries. His motorcade will then proceed down Aviation Way and Airport Boulevard to the functions planned in town. He will return to the airport by the same route.

For those of you planning to drive to the airport to see the Pope, please note on the map the areas designated for spectator parking and viewing. For those of you planning to fly in, operations should be normal until just prior to the Pope's arrival.

If you do fly in, you will still have to go to the spectator viewing area.

Airport and government officials will be providing security throughout the area.

There will also be restroom facilities and first aid tents at several locations.

The airport will also provide a campground for those not able to find other accommodations. It will be located off of Platt Springs Road near the approach end of runway 11. According to airport spokesperson Lynne Douglas, the campground will have a water station and electrical hook-ups as well as phones, restrooms and security.

Ms. Douglas said that no changes or adjustments have been made to the normal airline schedules. If you have a plane to catch that day, plan on using the Platt Springs Road entrance to the airport.

Airport officials urge both spectators and travelers to plan for the large crowd and traffic. If you are coming to the airport to see the Pope or to catch a flight, **PLEASE COME EARLY.**

## Commission Notes

The South Carolina Aeronautics Commission, in its last monthly meeting, approved allocations totaling \$22,500 of Capital Improvement Bond Funds for development and improvement projects.

Some projects have federal, state, and local participation, while others have state and local participation only. Commission approval authorizes state participation in state-local projects and authorizes state participation in federal-state-local projects

### “White Lightning” Wins CAFE 400 Race

Nick Jones and Ray Ward, owners of the White Lightning Aircraft Corporation in Walterboro recently returned from the CAFE 400 Race with three separate awards in tow.

For those who have heard of the CAFE 400 race but are not sure what CAFE stands for, it means Competition in Aircraft Fuel Efficiency. This year, Nick Jones flew the prototype White Lightning to a first place finish in the “Advancement of Aircraft Flight Efficiency” category with a speed of 225.3 and a MPG rating of 18.98.

The White Lightning also won the best in the “Three or More Seat” category and

subject to issuance of a federal grant.

The following is the most recently approved project:

#### Walterboro Municipal Airport

An increase in allocations of \$22,500 for the repair and sealing of cracks in runway 9/27; soil sterilization on runway 17/35; and resealing concrete apron joints. This is a 50/50 project with the local share being \$52,500 and the state share being \$52,500.

the top award for “Best Experimental,” with the highest ever CAFE 400 score.

Last December the White Lightning set two world air speed records for its class and weight.

After two years of operations in a small shop on Seabrook Island, the White Lightning Corporation has moved to a new facility at the Walterboro Municipal Airport. Sales of the White Lightning Kits continues to be steady, and the company is currently working on a single place model called the Lightning Bug.

If you fly into Walterboro, stop by the new facilities and take a look at this award winning aircraft from South Carolina.

## Number of U.S. Pilots Declining

All major airlines in the United States soon will be faced with a crisis: they will be losing pilots at a rate faster than they can replace them. There was a time when people would give their eyeteeth to become an airline pilot, but those days seem to be over.

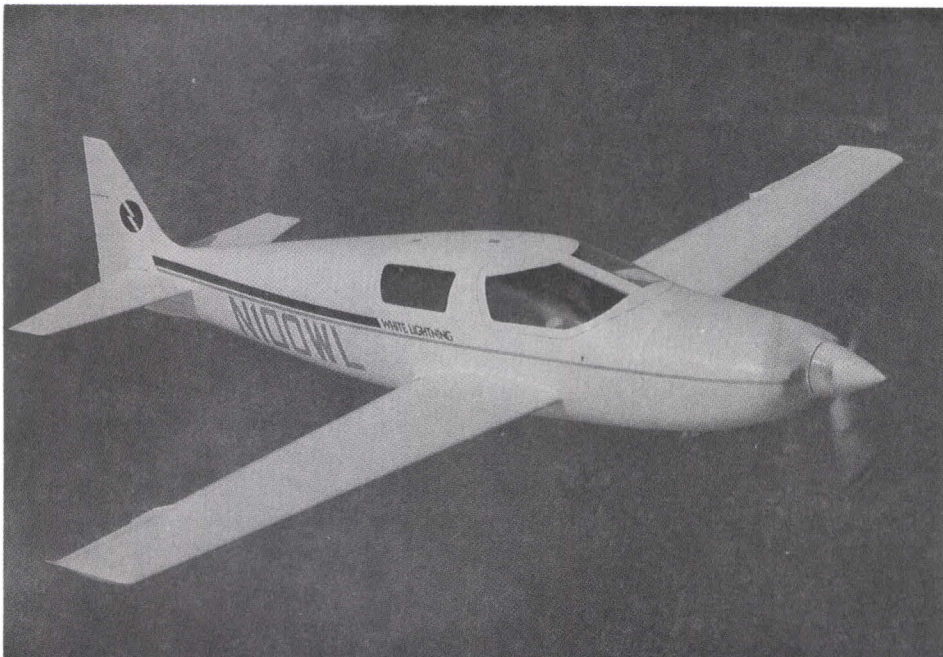
You'd think that today, when America's youth seems to prefer a good job over a good cause, the thousands of unfilled jobs in aviation would incite a stampede into flight training. You'd think so. But you'd be wrong.

In fact, the entire population of pilots in the United States—including both professional and recreational pilots—has been aging and shrinking, and both trends show no sign of slowing down. And while that big picture may be worrisome, a shortage of airline pilots is downright critical.

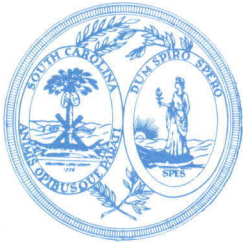
The Future Aviation Professionals of America estimates that more than 8,000 new airline pilots were hired in 1985 alone and that during each of the next 14 years, more than 2,000 pilots will retire at age 60. To replace them, airlines have already begun to reduce entry standards for experience, education, and fitness.

According to Federal Aviation Administration (FAA) records, the average “active pilot” (holding a current medical certificate) was four years older in 1984 (the most recent year for which the figures are available) than in 1970, and the pilot population dropped from just under 733,000 in 1970 to about 709,000 in 1985.

The picture is even bleaker if you look at what happened during this period: there was actually a steady gain during the 1970's, and the number of pilots peaked at just over 827,000 in 1980—but then began a long, steep slide. Thus, it took ten years to nurture, train, and license 94,000 new pilots but only five years to lose 118,000 old pilots.



**Promote Aviation**



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AERONAUTICS COMMISSION**  
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### **This Month...**

#### **Inside Palmetto Aviation**

- Freedom Weekend Afloat?
- Air Guard Rates Excellent
- Tenth Annual Airports Conference
- Pope John Paul II is Coming
- "White Lightning" Wins Race
- ... and much more

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## **New Foundation Safety Pamphlet Available**

A new safety pamphlet from the AOPA Air Safety Foundation (ASF) titled "Basic ATC Communication Procedures" is designed to help the VFR pilot operate safely and comfortably within complex terminal airspace.

This pamphlet prepares the VFR pilot for entry into controlled airspace, Airport Radar Service Areas (ARSAs) and Terminal Control Areas (TCAs). During a hypothetical flight, it presents for each instance a brief explanation of the airspace structure and a sample "script" of communication procedures that could be encountered.



The size of a folded sectional chart, the pamphlet includes emergency communications procedures and tips on filing and changing flight plans and destinations.

"The ATC guide is aimed at helping pilots enhance their communication pro-

cedures and make better use of the air traffic control system," said Richard D. Gless, Vice President for Program Development of the Air Safety Foundation.

The new publication will be distributed at no charge to pilots who attend ASF safety seminars. Single copies are also available free by writing the AOPA Air Safety Foundation, 421 Aviation Way, Frederick, MD 21701. Multiple copies are available for \$.50 each up to 25 copies (\$1.50 postage/handling); \$.40 each 26-75 copies (\$2.50); and \$.35 each for more than 75 (10% of order).

**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.**