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Laurens Airport Awarded \$1.6 million

The Laurens County Airport will soon be ready for the 21st century, according to the county manager.

The U.S. Department of Transportation has awarded almost \$1.6 million to the airport to improve the runway.

The award will give the airport a much needed boost which officials say might have been closed to due safety violations.

Laurens County Airport Commission Chairman Tommy Fischer said in a Greenville News article, "This will put Laurens County into the 21st century."

The grant will be used for the first phase of a three-part project. The first phase includes refurbishing the existing runway and extending it an additional 500 feet. After the first phase project com-

pletion, the runway will be 3,700 feet. The total project cost for all three phases is estimated at \$2.2 million, according to Fischer.

The second and third phase of the project includes widening the runway and installing an improved lighting system.

The total project is designed to bring the Laurens County Airport up to Federal Aviation Administration standards.

Fischer admitted that the main reason the airport pursued the project was for safety.

The Laurens County Airport has a 3,200-foot paved runway with a low intensity runway lighting system. It has a small terminal building, tie-downs and a rotating beacon.

The 1990 Aviation Economic Impact Study shows that the airport

has 19 based aircraft and 7,448 annual aircraft operations.

The existing runway is made of asphalt poured over a top soil base, making drainage difficult at times. In addition, weeds have infested some of the runway causing severe cracks and lesions.

The entire project is estimated to take up to seven years, but the first phase should be completed in less than a year once funding has been secured.

Work on the project will begin almost immediately with engineers of the LPA Group Inc. working on the site, said Fischer.

The \$1,595,276 airport grant is administered through the FAA's Aviation Trust Fund and will cover about 90 percent of the costs.

The remainder will be funded through local sources.

Making the FAA — User-friendly

As manager of the FAA's Flight Standards District Office in Columbia, Joseph Stuppiello has to be a take charge man.

In the past, calling the FAA was just like calling out the cops. But now, Joseph Stuppiello wants to change that. If he had his way, each time you called the FAA or the FAA called you, it would be more like your neigh-

bor calling to ask to borrow your lawnmower.

Stuppiello, a transplant from New York, has been manager of Columbia's Flight Standards District Office for about six months. What he has seen in Columbia is "one of the most motivated and dedicated groups of people he's ever worked with."

The 33-year-old New Yorker

said, "We want to show that the FAA participates in the aviation community as aviators not just in an FAA capacity."

Be prepared to see some of your favorite staffers at various aviation events like the Breakfast Club and AOPA meetings.

"People have viewed us as being too far removed from
See FAA, 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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Express Air, Inc. to Begin Charter Service on June 1

Donaldson Center Development Commission has announced that Express Air, Inc., will locate its Part 135 charter operations company at Donaldson Center.

Express Air, Inc. is a just-in-time worldwide carrier of freight for Ford, Chrysler, J.P. Stevens and other local upstate companies. They also operate feeder routes for UPS and DHL overnight freight companies utilizing BE-18 and DC-3 aircraft.

Beginning June 1, Express Air will begin charter passenger jet service using a Lear 35 along with

twin engine turbo-prop aircraft. The passenger service will be based at Advantage Aviation at Donaldson Center.

Express Air is a northern subsidiary of Express Airways of Sanford, Florida, which has been supplying air freight aircraft for 18 years.

"With our new hub at Donaldson Center, we look forward to better services for our upstate customers," said Buck Watkins, CEO of Express Air. "The facilities at Donaldson Center perfectly suited our needs."

Doolittle Raiders to Hold 50th Anniversary in Columbia

There are 50th anniversaries and then there are 50th celebrations.

One celebration not to be overlooked is the Doolittle Raiders anniversary which is slated for Columbia in April 1992. The anniversary commemorates the famous World War II raid over Tokyo in 1942.

A group of Columbia businessmen and politicians flew to Pensacola, Florida, to meet with the survivors of the Doolittle Raiders who were celebrating their 49th anniversary. The group was successful in convincing the Raiders that Columbia was the place to hold their celebration.

Columbia was site of the old Army Air Corps Base, now Columbia Metropolitan Airport, where the B-52 crewmen trained.

Among the group of Columbia leaders who visit the Raiders, was

Marvin Chernoff, a local advertising executive who called the remaining 25 survivors, "the greatest bunch of guys you have ever met."

Columbia Mayor Bob Coble said that plans were already being made to bring President Bush to deliver a commemorative address, and possibly to invite actor Van Johnson, who starred in a WWII movie "Thirty Seconds Over Tokyo." In addition, a play about the survivors of Doolittle Raiders may be produced by the University of South Carolina.

Doolittle Raiders are named after their leader, Gen. James Doolittle. In April 1942, the unit of B-25's took off from the aircraft carrier Hornet for the first air attack on Japan. The attack was an important blow to Japan. However, due to fuel losses the aircraft never reached their destinations with most of the crewmen captured.

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.

Columbia Airway Facilities Sector Named Best in the Nation

There is a workplace in Columbia that can say without a doubt they are the best in the nation. That place is the FAA's Airway Facilities Sector Office which was selected the nation's best out of hundreds of other applications.

The 1990 Sector of the Year Award was based on numerous criteria including facility performance, personnel development, minority staffing, safety programs, and cost-effective programs.

In their slick, 100-page notebook, the Airway Facilities office reported the accomplishments of their sector. The Columbia Airway Facilities Sector encompasses 47,000 square miles beginning north of Jacksonville, Fla., northwest to Macon, Georgia, northeast to Augusta, Georgia, and east-north-east to the South Carolina coast.

According to the report, this location provides a diverse working environment.

In addition to the normal geographical forces presented during this period, Hurricane Hugo also was a factor in the Sector's superior performance.



The Metropolitan Life Insurance blimp flew around the state recently giving company employees flights for a thrill of a lifetime. Columbia and Greenville were just two of the cities the blimp visited.

Three Airports Receive Grants

Newberry County Airport, Lancaster County Airport and Santee Cooper Regional Airport received improvement projects grants at the S.C. Aeronautics Commission meeting in Columbia on April 8.

When combined with local and federal funds the projects will generate more than \$900,000.

Chairman Jim Hamilton announced the state allocations:

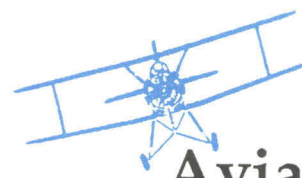
Santee Cooper Regional Airport -- \$21,760 to develop an airport master plan for engineering and planning purposes;

Newberry County Airport --

\$53,624.22 to repair runway 4/22 with crack sealing and apply slurry seal, and repair adjoining aircraft parking apron;

Lancaster County/McWhirter Field Airport -- \$40,152 to rehabilitate runway 6/24 by milling and overlaying with asphalt; refurbish medium intensity runway lighting system.

Both the Santee Cooper Regional and Newberry County projects are funded with 50 percent state and local funds. The Lancaster County project is funded 90 percent through the FAA and five percent from local and state sources.



Aviation Calendar

May 16

Stall/Spin Prevention &
Fuel Management
AOPA Air Safety Found.
Woodward Field, Camden
6:30 - 8:30 p.m.

May 19

Breakfast Club
Laurens County Airport

May 26

EAA Chapter 242
May Fly-In
Columbia Owens
Downtown Airport

June 5

Myrtle Beach AFB
Open House
Thunderbirds
Golden Knights

June 9

Breakfast Club
Twin Lakes
Graniteville, SC

June 20-23

Confederate Air Force
B-17 Sentimental Journey
Savannah, GA

June 23

Breakfast Club
Pelion Airport

June 24-26

B-17 Sentimental Journey
Millionaire, Charleston Exec.

June 27-30

B-17 Sentimental Journey
Eagle Aviation, Columbia

July 1-7

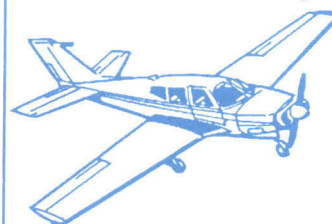
Freedom Weekend Aloft
Hot Air Balloons
Donaldson Center

July 7

Breakfast Club
Advantage Aviation
Donaldson Center

July 14

Breakfast Club
Greenwood County Airport



Hawthorne School & Bevo Howard:

Bevo Howard would have loved it: there were aerobatic displays, good food, good friends and airplanes, lots of airplanes.

There were too many people to see and too many old times to talk over with them.

Many brought photos, newspaper articles and mementos commemorating their times at the Hawthorne School of Aeronautics in Orangeburg.

Hawthorne School of Aviation was started in April, 1941, under the direction of Bevo Howard, a 27-year-old pilot who loved aviation. The school was operational until 1945 during which more than 4000 Army Air Corps cadets and more than 1600 French cadets were trained. At the time civilian flight schools educated most military cadets in the basics of piloting aircraft. At Hawthorne, training was performed for the most part in Stearman PT-17s.

Harley Cunningham, president of the Hawthorne Pilot Training Association, said he started as a flying sergeant in 1942, and began teaching in 1943 in Orangeburg. After a brief stint teaching, he went back into active military duty testing and giving flight examinations. Cunningham and his wife, Miriam, were instrumental in planning the events for the 50th Anniversary Re-



Robert Camby (l), a former French cadet, and Harley Cunningham, a former instructor, pay their respects during the marker service.

union and were pleased with the results.

"Oh, the good lord was with us. We had about 300 people which we expected and the rain held off until Friday night," said Miriam Cunningham.

The reunion celebrations began with a historical marker service on S.C. Highway 21 near the site of the Hawthorne School of Aeronautics. The location is now in front of the Methodist Nursing Home.

At the Orangeburg County Airport there were static displays of antique and modern various aircraft including a Stearman and a Gulf-stream G-3.

After people ventured into the

aircraft, they milled around exchanging stories and asking about other classmates and instructors. Many of them had WWII items, leather jackets, photos and other keepsakes flashing them at the hint of a request.

Bevo Howard was memorialized with a plaque dedication and portrait unveiling in the airport terminal building.

On hand for the ceremony were Bevo's daughters, Amanda Howard Cone and Langhorn Howard who participated in the unveiling of the paintings.

"I think my father would have taken this all in stride the way he did most things," said Amanda Cone. "He would have liked seeing the airplanes and his old friends."

Following the dedication, a Stearman did low fly-bys and entertained the audience with aerobatic maneuvers. Later a few lucky reunion-goers got the chance to fly in the second seat of the aircraft they learned to fly as cadets.

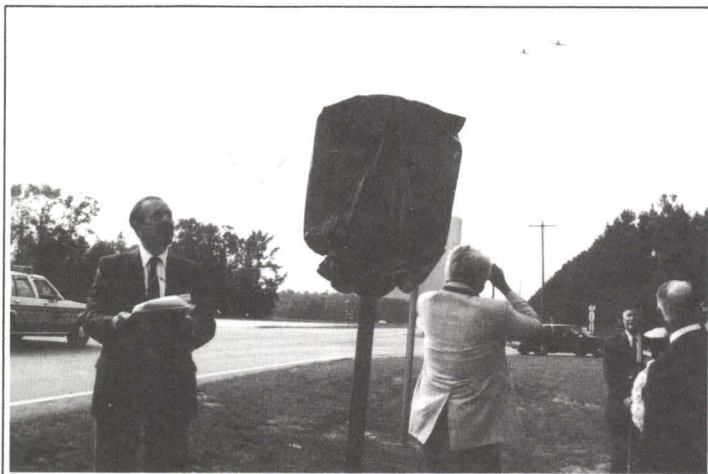
A highlight of the presentation was seeing Senator Fritz Hollings and his wife Peatsy land at the airport. Hollings who was scheduled to speak at Claflin College later in the day gave an impromptu talk about Bevo.

"When it comes to Bevo, there wasn't any greater pilot, we all know that. He was the world's champion."

Sen. Hollings was a close friend and flying buddy of Bevo's, "I went flying with him many, many times out the Charleston Airport. He was one of the finest business and civic leaders in the area."

"His dynamism and courage were evident in his stunt flying and expertise in everything he ever did. It brought him respect in both the business and civic community," said the Charleston democrat. "He

A low fly-over provided an emotional backdrop when Robert Gillotte, a former cadet, presented the memorial marker for the site of Hawthorne School.



an unbeatable team remembered

was a dare-devil and he left not just a memory but was a tremendous inspiration to us all."

Hollings also referred to the new Hawthorne FBO, "I'm glad that Hawthorne has grown in it's 50 years and if you want to see it now, just come up to Washington."

Vic Lebednik, another close friend of Bevo and a flying instructor at Hawthorne, was impressed with the crowd who came to the reunion and the dedication ceremony. The more than 300 people who attended were not able to fit in the terminal building so the dedication was hurriedly moved outside.

Lebednik praised his friend, "Bevo was precise in many fields, aeronautics and business. In aeronautics the Air Force Thunderbird team called him the master. The Navy Blue Angels called Bevo the most precise acrobatic flyer in the world."

Bevo Howard got his private pilot's license when he was 16 in 1931. In 1936 he was the sole owner of Hawthorne School of Aeronautics.

"He started off small but was big in many respects," added Lebednik. "The Jungmeister he flew came from Germany and was brought here by the Hindenburg, the dirigible."

After the war Bevo opened up a field in Spence, Georgia, on Army contract again. "In '46 he continued with his air shows and had to have a pilot," said Lebednik. "I was the pilot on the Piper Clip Wing, and we flew air shows together. We had fun."

Lebednik added, "He would jiggle the Jungmeister's wing, salute and say, 'let's do this thing' and he'd do a very slick valuation of an A-point. Then he'd do a snap roll and it looked like a piece of engineering perfection. He was perfec-



Senator Fritz Hollings (l) praised Bevo for his outstanding abilities during the presentation at the Orangeburg County Airport. Below, John Campbell and Bill Catron (r) look over a Hawthorne newsletter from their aviation school days in the 1940's.

tion."

"Bevo continued his flight until that 1971 period flying vertically," Lebednik said rotating his hand. "He would fly so close vertically that the propeller would raise dust up from the ground. One day he misjudged the amount fuel he had in the aircraft and crashed.

The aircraft is now inverted in its proper position at the Smithsonian Institute Air and Space Museum for posterity.

The 50th reunion for Hawthorne School and its director, Bevo Howard, celebrated a great man who loved flying, but its mark is made indelible by those who will always remember the great man who was also their friend.



Amanda Howard Cone (c) accepts a plaque in honor of her father from Harley Cunningham at the 50th Reunion of Hawthorne School of Aeronautics as her sister, Langhorn Howard (far left) watches.

FAA Trying to Change For the Better

Continued from Page 1

aviation to know what we're talking about," said the animated Stuppiello. "We have not forgotten what aviation is all about. But we still have a job to do and come to work everyday. What we want to show is that we are interested in aviation. We have a parachutist, a balloonist, and all kinds of pilots here. Who says you can't have fun and still do your job?"

The main message, according to Stuppiello, is that the FAA is not above everyone, "We're not on some high throne just reading regulations, we're people doing our job just like them."

The FAA is trying to change its image from wicked witch to dutch uncle and with that how the agency responds to violators.

"Now we have the compliance of the '90s concept," said Stuppiello. "We are a regulatory agency mandated by Congress to enforce the regulations. We now leave more judgment to the inspector. Instead of a suspension we are now encouraging more remedial training."

The new FSDO manager admitted that more administrative actions are being taken in lieu of suspensions. He said pilots should see a 'kinder, gentler agency' but that will not stop the agency from

asking about violations of regulations.

At almost every public meeting the FAA holds there is usually one person who acts and thinks the FAA is just out to hang pilots.

"You can be almost sure that they never had an investigation with us," he added. "They never had a chance to interface with us. What they usually get these days is just a mean old letter."

What does Stuppiello's advise? "Call us, see if we can help. We're sensitive guys and a sensitive agency which will respond."

"Now if you can call us before you do something, we can help you before you get in trouble and there are many more options available if you call before you're in trouble. But if not, call us as soon afterward as possible. We may not be able to help as much but we'll try."

The open door will continue when the FAA moves in about three months to new offices at the Columbia Metro Foreign Trade Zone.

"I'm going to miss looking out of the window," said Jim Malek, "and watching to see whose coming in."

The FSDO manager said, "It's going to be a cross between a motor vehicle office and a doctor's office."



Joseph Stuppiello, FAA FSDO manager, said the agency is trying to soften its hard line image.

The office will feature modular furniture with areas to work in for filling out forms or testing. In addition, there will be areas with offices so if a staff conference is needed there will be privacy.

Stuppiello also pointed out the FAA has started a wings program for pilots who attain extra training. In addition, the agency is in the process of revising some of the regulations, for example FAR Part 61 and Part 141. What is different is now the FAA is revising them with input from the people it affects.

"Now, that's a change for the better," admitted Stuppiello.

FAA Southern Region Produces Environmental Newsletter

If you want to know the latest on storm water drainage regulations, noise abatement regs, or what's happening in land-use planning, you may want to subscribe to a new publication being produced by the FAA Southern Region.

Environmental Newslines's first edition is out with information on the latest rules, regulations and policies from the FAA on many issues which would interest small, large and medium-sized airports and those who govern them. It's written with the aviation industry in mind.

The first edition contains articles on the national noise policy, and the Environmental Protection Agency's new permits for storm water discharge. There is additional information on wetlands which underscores their importance and the urgency to protect them.

If you would like to receive this publication, just contact Jackie Sweatt, Environmental Protection Specialist for the FAA, Southern Region Airports Division, P.O. Box 20636, ASO-610, Atlanta, GA 30320 or call her (404) 763-7756.

FYI From the FAA

Let's Review Your Preflight Habits

One of the most often neglected acts of a pilot contemplating flight in an aircraft is that of proper preflight planning. While the reasons remain obscure, the facts are well supported by aircraft accident statistics. Although the number of general aviation accidents has shown a downward trend in recent years, the accident and fatality/serious injury statistics indicate an increase in the percentage of accidents during takeoff.

The following information is taken from an FAA Advisory Circular No. 61-84B which updates information available to pilots in the basic Airmen Informational Manual.

Key Elements of Preflight Planning

Charts: A basic element of preflight preparation requires the use of current navigation charts on which pilots can mentally review their intended route of flight. They may or may not wish to draw a line on the chart representing the true course. They should, however, review the projected path across the face of the chart for the location of good checkpoints, restricted areas, obstructions, other flight hazards, and suitable airports. For visual flight rule (VFR) pilot planning by either pilotage or dead reckoning, the Sectional Aeronautical chart is an excellent choice. It is scaled at 1/500,000, or 8 miles to the inch. The physical characteristics of most landmarks, both cultural and geographic, are shown in great detail. The pilot should have little difficulty identifying the selected landmarks along the route of flight. Another popular chart is the World Aeronautical Chart (WAC). The scale of a WAC is 1/1,000,000, or 16 miles to the inch. Many states print aeronautical charts which are excellent for VFR navigation within their state boundaries. The pilot should realize, however, that all of

these charts are designed primarily for VFR navigation and contain only limited information concerning radio aids and frequencies. The use of instrument flight rules (IFR) navigational charts for planning pilotage or dead reckoning VFR flights is not desirable for the following reasons:

- Many airports used by the VFR pilot are not depicted or listed on the IFR charts.

- Very few geographic or cultural landmarks are provided.

- The pilot should refer to the Airman's Information Manual — Basic Flight Information and Air Traffic Control Procedures for more precise coverage of this information.

Most pilots are reluctant to admit to being disoriented or lost. Being lost can be embarrassing and sometimes frightening experience. Pilots should carry appropriate and current aeronautical charts on all cross-country flights. The use of out-dated charts may result in flights into airport traffic areas, control zones, or other restricted airspace without proper authorization. Having available the information contained in current charts will enhance the pilot's ability to complete the flight with greater confidence, ease and safety.

Route: Since the shortest distance between two points is a straight line, a majority of pilots desire direct routes for most flights. Quite often there are factors that should be considered that may make a direct flight undesirable. Restricted and prohibited areas present obstacles to direct flights. In single-engine aircraft, pilots should give consideration to circumnavigating large, desolate areas. Pilots should also consider the single-engine service ceiling of multi-engine aircraft when operating over high altitude terrain since the terrain elevation may be higher than the single-engine service ceiling of the multi-engine aircraft being flown. An

example of this is a multi-engine aircraft with a single-engine service ceiling of 6,000 ft. being flown over terrain of 9,000 ft. elevation. Pilots should be aware that the only advantage they may have over a pilot flying a single-engine aircraft may be a wider latitude in selecting a suitable forced landing area.

Airman's Information Manual — Basic Flight Information and Air Traffic Control Procedures: Part 91 of the FAR states in part, that each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. The AIM contains information concerning cross-country flight and basic fundamentals required for safe flight in the U.S. National Airspace System.

Airport/Facility Directory — The Airport/ Facility Directory, published by the National Ocean Service, lists airports, seaplane bases, and heliports open to the public, communications data, navigational facilities, and certain special notices such as parachute jumping, Flight Service Station/ National Weather Service telephone numbers, preferred routes and aeronautical charts bulletins.

Notices to Airmen (Class II) — Notices to Airmen Class II is issued by-weekly and is divided into two sections. The first section contains those notices which are expected to remain in effect for at least seven days after the effective date of the publication.

The need for a complete preflight is essential to the safety of the flight and pilot. According to William T. Brennan, Acting Director of Flight Operations, good preflight habits need to be continually reviewed, along with being knowledgeable of the hazards and conditions which would represent potential dangers.

Next time, the Role of Preflight Preparation continued.



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This Month... Inside Palmetto Aviation

- Laurens County Airport Gets \$1.6 million
- Hawthorne School Celebrates 50th Anniversary
- Preventative Medicine: Proper Preflight

...and much much more!

Preserving the Environment: What every airport should know

Oil spills, train derailments and low-flying aircraft all have one thing in common. Regulations concerning the environmental effects. But what are the Federal regulations which concern aviation.

The U.S. Department of Transportation and the FAA Southern Region Airports Division have teamed up to produce a booklet on the federal government's environmental responsibilities.

National and worldwide interest in preserving the quality of our environment has increased signifi-

cantly. Public concerns regarding potential environmental impacts resulting from the construction and expansion of airports have also increase significantly.

The FAA is responsible for analyzing environmental impacts of any federal action involving airports, and this publication, "Public's Guide to Federal Environmental Requirements and Responsibilities," highlights them.

Among the items discussed are

- the environmental assessments of federally funded airport

projects are mandated by law through the National Environmental Policy Act.

- Environmental action choices -- EIS's, Environmental Impact Statements and FONSI's, Findings of No Significant Impact.

- Environmental Assessments and what they are.

- the 21 specific impact categories recognized and analyzed by the federal government.

To get your copy contact Airports Division of the FAA, P.O. Box 20636, Atlanta, GA 30320.

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.