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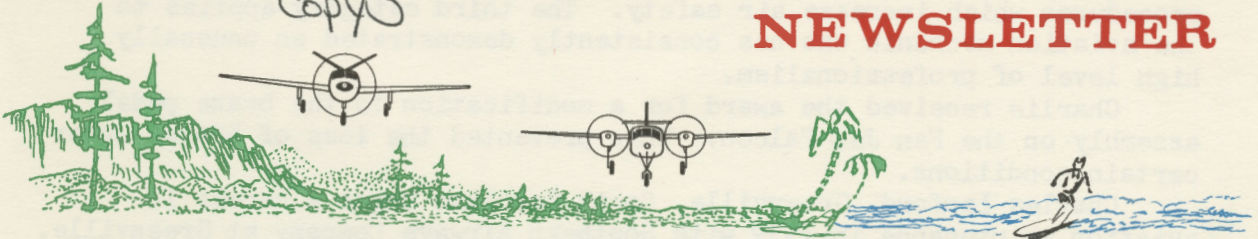


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# AVIATION

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**NEWSLETTER**



**PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION**

**G. C. MERCHANT, JR., DIRECTOR**

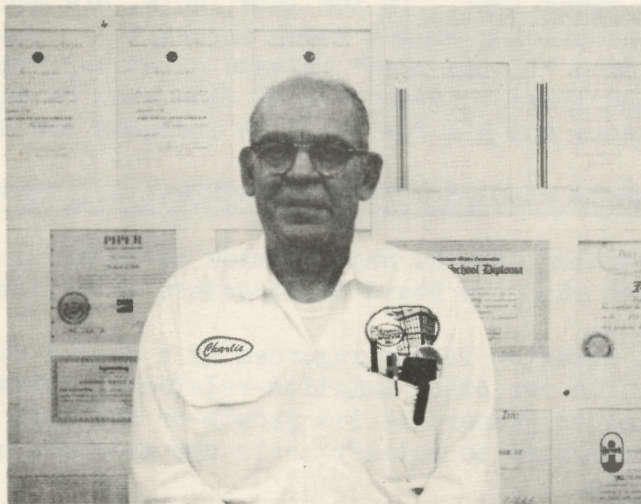
**J. F. BARRY, ASSISTANT DIRECTOR**

**No. 5**

**May, 1970**

**Vol. 21**

**AVIATION MECHANIC SAFETY WINNER**



**CHARLES E. LANFORD**

Charles E. Lanford of Stevens Aviation was named winner of the state Aviation Mechanic Safety Award in the general aviation category. Each year the Federal Aviation Administration sponsors the awards

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program. The state winners are eligible to participate in the regional and national program.

Entries were judged in three categories. The first includes improvements to airframes, engines, or components which lead to increased reliability. The second category covers maintenance or inspection procedures which increase air safety. The third category applies to the aviation mechanic who has consistently demonstrated an unusually high level of professionalism.

Charlie received the award for a modification to the brake pedal assembly on the Fan Jet Falcon. This prevented the loss of brakes under certain conditions.

Charles Lanford, Greenville, South Carolina began a career in aviation maintenance in 1939 with Southern Airways Company at Greenville. Except for two years at Greenwood, South Carolina with Johnson Flying Service, and two years in the Air Force serving as an aircraft mechanic, his career has centered in the Greenville area where he is now shop supervisor with Stevens Aviation, Inc. at the Greenville-Spartanburg Jetport.

Mr. Lanford has held an airframe and powerplant mechanic certificate since 1941, was designated by CAA (later FAA) as an aviation mechanic inspector (DAMI) in 1947, converting in 1956 to an inspection authorization which he has held since that time. He has been with Stevens Aviation since 1952. In the late '40's, his mechanic ability was put to use in building midget racer aircraft.

Charlie holds a "little used" private pilot certificate. He is a Master Mason and likes to swing a golf club when he can take time from aviation maintenance and his family which includes one daughter.

#### SHAFFER PLEDGES SUPPORT OF GENERAL AVIATION

FAA Administrator John H. Shaffer made seven primary points during an open discussion with the Board of Directors of National Aviation Trades Association.

1. General Aviation is not regarded as a second class citizen and neither FAA nor other aviation-related organizations will be permitted to jeopardize its growth or the well being of the aviation system to satisfy their own economic or selfish interests.
2. FAA is placing a priority on the acquisition of general aviation airports.
3. FAA is seeking means to expedite the transition of surplus military facilities to civil use.
4. The Agency recognizes the need for a concentrated public campaign to re-orient and convince the non-flying public of the social and economic value of all phases of aviation.

- 5. FAA is trying to implement a terminal control area structure that will serve the interest of safety while permitting the equitable use of public facilities by all categories of aviation.
- 6. The high density rule's quota system at the three New York airports, Chicago O'Hare and Washington National is strictly a temporary restriction which he wants to see phased out by 1972.
- 7. Further expansion of the quota system to additional airports is not necessary since the five existing restricted airports pace the traffic out of all other airports.

FAA ALERTS FARMERS ON "AGRICOPTERS"

The Federal Aviation Administration of the Department of Transportation has alerted farmers and other landowners to misleading information being circulated about the use of a certain type of rotorcraft for "personal" crop dusting purposes which may present a possible hazard to life and property.

The rotorcraft cited by FAA is the B-8MA "Agricopter," available in various kit forms from the Bensen Aircraft Corporation, Raleigh, North Carolina. Operation of this aircraft without certification, the agency said, would be illegal.

Erroneous information has been published on this aircraft stating it may be operated without an FAA certificate and by an unlicensed pilot if not flown more than 150 feet above the ground and the spraying of crops is limited to the operator's land.

Operation of any civil aircraft within the U.S. is prohibited under FAA rules unless both the aircraft and pilot are properly certificated. These requirements apply regardless of where the flight is conducted or the altitude. No deviation from these rules is authorized by any FAA field office.

Moreover, in the matter of aerial spraying, the operator of the aircraft must hold an agricultural aircraft operator's certificate even though the spraying operation is conducted over his land.

While FAA's chief concern is for the safety of the operation, the agency points out that individuals who purchase and operate the aircraft in question for agricultural purposes without complying with the applicable regulations may be subject to FAA enforcement action for violation of safety rules.

Rotorcraft of the type described can generally be approved by FAA only in the experimental class under the regulations that apply to certification of amateur built aircraft. Among the requirements



BELOW IS THE TERMINAL FORECAST VALID FROM TWO HOURS BEFORE UNTIL TWO HOURS AFTER YOUR ETA (21Z) AT PALM SPRINGS.

FT1  
17Z FRI-05Z SAT  
PSP 15005005RW-F. 20Z 20005005RW-. 22Z 04005RW-

IS AN ALTERNATE AIRPORT REQUIRED ON YOUR FLIGHT PLAN? Yes. The visibility meets the 5 mile requirement for Palm Springs but the ceiling does not. At your ETA (21Z), the ceiling forecast is adequate (5,000 feet), but one hour after your ETA the ceiling forecast is 4,000 feet. This is lower than the required minimum (4,600 feet); therefore, an alternate is required.

References:

1. Federal Aviation Regulation 91.83
2. Civil Use of U.S. Government Instrument Procedure Charts, AC 90-1A.

BREAKFAST CLUB NEWS

Breakfast Club continues to have a large and enthusiastic group at its meetings. On April 12, 150 members flew in at Rock Hill for the annual "Come See Me Week." This was one of the most enjoyable meetings of the year. The feature attraction (other than the beauty queens) was the wild animal museum which contains a magnificent collection of priceless stuffed animals from throughout the world. "Miss America" and other beauty queens were at the gardens to greet visitors, and other national and local dignitaries were present.

On May 10, Breakfast Club meets at Hall Aviation, Columbia Metropolitan Airport. Harold Hass is planning an interesting meeting. We hope you will take advantage of this opportunity to visit his outstanding new facilities at the Columbia Metro Airport.

Plans are being made for a weekend fly-in at Hilton Head for May 22, 23, and 24. Included are plans for a party on Saturday night and a golf tournament.

A number of S.C. Breakfast Club members attended the annual North Carolina spring cruise at Ft. Lauderdale in April. A trip to the Bahamas on a DC-6 was one of the highlights, and everybody had a wonderful trip.

FAA AMENDS PROPOSED RULE

On Friday, March 13, FAA issued its long-awaited amendment to the Notice of Proposed Rule Making (69-41) which originally created the controversial Terminal Control Area plans for 22 hub airports. At a private briefing earlier for user groups, Director William Flener of the agency's Air Traffic Service outlined the changes which will now divide the 22 major airports into two groups rather than one.

Group One - Atlanta, Boston, Dallas, Kennedy, La Guardia, Los Angeles, Miami, O'Hare, San Francisco, Washington.

Group Two - Cincinnati, Cleveland, Denver, Detroit, Houston, Kansas City, Las Vegas, Minneapolis, Newark, New Orleans, Philadelphia, Pittsburgh, Seattle, St. Louis.

The first group includes the top ten terminals (those which average at least 60% air carrier operations). For these the rules as issued last September will remain essentially the same. The second group, which includes 14 additional airports, will no longer require transponders for VFR operations and will allow solo student flights.

SKY=SAFE

A new program for general aviation pilots to voluntarily review their flight skills and receive refresher training if necessary each year will be introduced in June by the AOPA Air Safety Foundation. The first program will be held at Richmond, Virginia, in cooperation with the Virginia Department of Aeronautics.

Ralph F. Nelson, vice president of the Aircraft Owners and Pilots Association safety division, said the program is designed to keep the general aviation pilot "current with the changing environment of flight and competent in the handling of his aircraft."

The program will consist of one and a half hours of flight evaluation with a flight instructor and a series of lectures and classroom study.

Nelson said AOPA has consistently encouraged pilots to maintain flight proficiency through periodic checks and training. "Most pilots do continue updating their skills," Nelson stated. "However, this has not been as complete as most people in aviation would like because of the lack of a coordinated program and the high cost."

The AOPA safety executive said the new "SKY=SAFE" program meets both of these problems. "First, we have developed a curriculum and procedure to give the greatest amount of personal attention to a pilot in the shortest possible time. And, second, support by the AOPA Air Safety Foundation will make this available at a cost which any pilot can afford."

Nelson declared the AOPA Air Safety Foundation has upgraded the skills of thousands of pilots and has pioneered such safety programs as the "pinch hitter" course to train wives of pilots to take over in the unlikely event of an emergency. The bulk of flight instructor recertifications is handled by AOPA Air Safety Foundation programs.

"Based upon this experience," Nelson continued, "the AOPA Air Safety Foundation has developed the "SKY=SAFE" program. The name is derived from the words Skill, Knowledge, You, equals Safe Airman's Flight Evaluation."

Several hundred pilots are expected to review their flight skills on the weekend of June 6-7 at Richmond, Virginia. To qualify for a certificate of completion, a pilot must take the flight portion of the program and attend at least three of the lectures on such subjects as current Federal Air Regulations, weather, airport operations, attitude instrument techniques and similar subjects relating both to the aircraft and to operating procedures.

"It is our hope," Nelson continued, "that from this start we will be able to secure effective support of the "SKY=SAFE" program to expand it so that every pilot in the country will be able to voluntarily participate each year."

for certification is a provision that more than half of the fabrication and assembly of the aircraft must be done by the individual. Operation of the aircraft is restricted by various limitations.

FAA further points out that agricultural flying is highly demanding and exacting. Pilots engaged in the dispensing of economic poisons are required to pass special knowledge and skill tests. Indiscriminate dispensing of these chemicals by unqualified persons not only may pose a threat to human life but could easily kill crops and livestock at great distances from the point of release.

Anyone contemplating the purchase of a rotorcraft kit for the assembly of an "amateur-built" aircraft, or the operation of such an aircraft, should consult their nearest FAA General Aviation District Office (GADO) to assure compliance with the FAA requirements.

#### ATTENTION: INSTRUCTORS

Your invitation to the National Association of Flight Instructors brings with it new hope for full recognition of your high professional knowledge and skills, and commensurate increase in your income--to the level of other top professionals in their respective fields. You help speed achievement of these goals when you join NAFI, the only nonprofit organization in the world dedicated solely to serving your interests!

Among NAFI membership benefits: Active Washington representation of your deserved status as a CFI and professional educator - Close liaison and cooperation with the FAA - The blessing and support of the aviation industry, AOPA, NATA, et al. Jeppesen's donation the last two pages in their own bimonthly, The Professional Instructor, is a good example of industry support - A monthly copy of Professional Pilot magazine - Your own NAFI Washington Newsletter, monthly - A handsome NAFI tisetac that distinguishes YOU as a NAFI member and a major contributor to the progress and safety of flight.

Membership fee of \$15 should be sent to James E. Stargel, Executive Director, NAFI, Box N, Washington, D.C. 20014.

#### CLINIC REMINDER

Pine Mountain, Georgia, 2500 acres of vacation paradise, will be the site of the Fifth Annual AOPA Flight Training Clinic and Special Courses program. Co-sponsoring the event will be Callaway Gardens and Airline Aviation Academy of Griffin, Georgia.

Headquarters for the Clinic will be the Holiday Inn, Callaway Gardens, Pine Mountain, Georgia. Registration will take place at the Inn on Friday, May 8 (8 a.m. for Written Courses, 5-7 p.m. for Flight Training Courses).

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AVIATION EDUCATION WORKSHOP

The 18th annual Aviation Education Workshop is scheduled for July 22 through August 11, at the School of Education, University of South Carolina.

This is a workshop in practical aviation for teachers of the South Carolina public schools. Participants will be given a general orientation in aviation and its related fields. Emphasis will be placed on ways of introducing aviation into the classroom, the use of aviation as motivation for projects, and preparation for teaching a course in aviation education.

Numerous representatives of the aviation industry have been secured as guest lecturers. Field trips and experience flights will be included in the workshop program. Persons enrolled in the workshop will visit several of the military and civilian air bases throughout South Carolina. Experience flights will be provided by the airport operators serving the area and by the military aviation units. Thirty scholarships covering tuition and registration fees are available to students eligible to enroll in the workshop.

The workshop will be under the direction of Mr. John F. Barry, Assistant Director of the South Carolina Aeronautics Commission. Students who complete the work successfully will receive three semester hours of credit.