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SOUTH CAROLINA

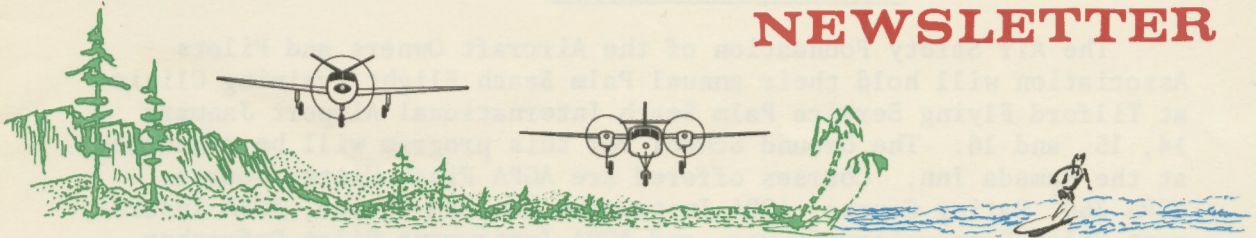
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AVIATION

NEWSLETTER



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AIRPORTS RECEIVE STUDY GRANTS

The Federal Aviation Administration has authorized five grant offers totalling \$141,774 for airport planning studies to be conducted at locations in Florida, Georgia, North Carolina, South Carolina and Tennessee under FAA's Planning Grant Program (PGP).

The largest grant, for \$75,140, went to the Florida Department of Transportation for a South Florida Airspace Analysis. The airspace analysis will provide information for two other FAA grant-supported planning studies now under way--a site selection survey for a new airport to serve southern Florida and the development of a Florida State Airport System Plan.

One major task to be undertaken in the airspace analysis of proposed sites is to provide information necessary to evaluate the availability and utilization of air-space. The other major task is to evaluate the relative aircraft path densities over populated areas in order to minimize the impact of noise on the local population.

The four other planning grant offers were for the development of airport master plans. The largest of these, \$43,000, went to the Metropolitan Nashville Airport Authority and the Metropolitan Government of Nashville and Davidson County for Nashville Metropolitan Airport which serves all segments of civil aviation.

The other three were for airports that serve general aviation air-

craft exclusively: Malcolm-McKinnon Airport, which serves Brunswick, Ga., \$13,026; Municipal Airport, Sumter, S.C., \$6,200; and Municipal Airport Asheboro, N.C., \$4,408. Several other airports in the South Carolina area have applied for Planning Grants.

FLIGHT TRAINING CLINIC

The Air Safety Foundation of the Aircraft Owners and Pilots Association will hold their annual Palm Beach Flight Training Clinic at Tilford Flying Service Palm Beach International Airport January 14, 15, and 16. The Ground School for this program will be conducted at the Ramada Inn. Courses offered are AOPA Pinch-Hitter Course, AOPA 360° Rating Course, AOPA Instrument Nav/Com Course, AOPA Instrument Pilot Preparatory Course, and AOPA Instrument Pilot Refresher Course. The Private Pilot Written Exam Course and the Instrument Written Exam Course will be offered at this time. For registration or additional information write Dick Busch, Director of Flight Training Operations, AOPA, Washington, D.C. 20014.

FLIGHT SAFETY PROGRAMS

Frank Kelley, Accident Prevention Specialist of the FAA, has scheduled two safety meetings for January. The first meeting will be held at the Aiken Airport on January the 11th, at 7:30 pm. This program is sponsored by the Aiken Civil Air Patrol Squadron, and will be open to the general public.

On January the 17th, the program is scheduled for the Laurens Airport at 7:00 pm. Julian Cox, operator at Laurens, is sponsoring this program. Anyone having an interest in aviation is invited to attend this meeting. Representatives of the Anderson Flight Service Station will also be on the program.

AIRCRAFT REGISTRATION

Applications for registration of aircraft are being mailed this month. State law requires that all aircraft based in South Carolina be registered annually. Failure to register an aircraft subjects the owner to a penalty under this provision.

Your cooperation in returning the registration form will be appreciated.

There are no fees or charges made for registration of aircraft.

Department of Transportation
FEDERAL AVIATION ADMINISTRATION
IFR PILOT EXAM-O-GRAM* NO. 34
IFR DEPARTURE CLEARANCES

This Exam-O-Gram is presented as a ground instruction aid to assist pilot and flight instructor applicants for the Instrument Rating Written Test. The information and advice given will also be of value to the newly-rated instrument pilot,

Instrument flight instructors can recall a variety of student reactions to an unexpected call from the controller with "your ATC CLEARANCE." This call may confuse the inexperienced pilot, particularly if he is already busy taxiing, performing instrument cockpit checks, and watching for other traffic. The point to remember is--**DON'T SAY YOU ARE READY TO COPY UNTIL YOU ARE READY!** Simply tell the controller to "Stand By" until you are fully organized and prepared to receive your departure clearance. The controller has no way of distinguishing between an inexperienced pilot and one who knows the local area as well as he knows his own back yard. The controller assumes that you are a competent instrument pilot, that you have learned--and are proficient in using--clearance shorthand, and that you are familiar with appropriate route data. Until you reach the level of competence necessary for flying under Instrument Flight Rules in areas of high density traffic, you should stay away from them. If you are a novice in copying clearances, alert the controller by telling him to "Go Slow." If you are flying without a co-pilot, you should keep some additional points in mind in connection with IFR departure clearances. "Ready to copy" should mean at least the following:

1. Your airplane is under control, preferably stopped, parking brake set.
2. You are ready with writing materials.
3. Your radio(s) are properly tuned, volume at a readable level.
4. Route data is at hand (including Enroute Chart, Area Chart, SIDs, and STARs as appropriate). The route specified in your clearance may differ with that you filed in your flight plan. If the routing is different, and you elect to read back the clearance, read it back as issued then check the routing. If you desire clarification or you have objection to the routing, question it then. In accepting a clearance, you assume responsibility for complying with it.

The IFR departure clearance you receive depends on several factors:

1. HAVE YOU INDICATED YOU WILL NOT ACCEPT A STANDARD INSTRUMENT DEPARTURE (SID)? Controllers may issue a clearance containing a published effective SID to any departing aircraft, unless otherwise requested verbally by the pilot or by inclusion of "NO SID" in the remarks section of the filed IFR flight plan. Therefore, if you do not indicate as stated above, you should be familiar with all SIDs for the departure airport and have copies of them in the cockpit. Be certain to note and adhere to all altitude restrictions.
2. HAVE YOU REQUESTED A "DETAILED CLEARANCE"? If you do not specifically request a detailed clearance from Ground Control or Clearance Delivery, you will probably be issued an "abbreviated departure clearance," provided the route filed in your IFR flight plan can be approved with little or no revision.
3. WILL THE FLIGHT BE IN A RADAR OR A NON-RADAR ENVIRONMENT?
 - (a) If the flight is in a radar environment (and an abbreviated departure clearance is issued), the controller will state, "CLEARED AS FILED," followed by an assignment of an altitude/flight level and any additional instructions or information required.
 - (b) If the flight is in a non-radar environment (and an abbreviated departure clearance is issued), the controller will state, "CLEARED AS FILED," and will specify one, two, or more fixes necessary to identify the initial route of flight, followed by an assignment of an altitude/flight level and any additional instructions or information required.

The clearances which follow are typical of those from airports in the Dallas/Ft. Worth area. See the excerpt from Enroute Low Altitude Chart L-13, on page 3, and the SID - BRIDGEPORT THREE DEPARTURE, on page 4. Have someone read the clearances to you to aid in developing your shorthand proficiency. The FAA Instrument Flying Handbook contains a clearance shorthand you may want to use if you do not already have a system.

MEACHAM FIELD - WILL ROGERS AIRPORT. . . V317 ADM - V163 OKC - DEPARTURE RUNWAY 36.

(The following is a "detailed clearance" and does not make use of radar, which would normally be provided.)

FLYBIRD TWO TWO CHARLIE CLEARED TO WILL ROGERS AIRPORT VIA NORTH COURSE MEACHAM LOCALIZER - VICTOR SIXTY-SIX VICTOR THREE SEVENTEEN ARDMORE - VICTOR ONE SIXTY-THREE OKLAHOMA CITY - MAINTAIN FOUR THOUSAND. REPORT FORT WORTH RADIO BEACON AND INTERCEPTING VICTOR SIXTY-SIX. DEPARTURE CONTROL FREQUENCY WILL BE ONE ONE EIGHT POINT ONE.

(The following is an "abbreviated clearance" for the same filed route with radar vectoring provided.)

FLYBIRD TWO TWO CHARLIE CLEARED AS FILED - MAINTAIN FOUR THOUSAND - MAINTAIN RUNWAY HEADING FOR VECTOR TO VICTOR THREE SEVENTEEN. SQUAWK ZERO SEVEN ZERO ZERO JUST BEFORE DEPARTURE. DEPARTURE CONTROL FREQUENCY WILL BE ONE ONE EIGHT POINT ONE.

GREATER SOUTHWEST INTERNATIONAL AIRPORT - MIDLAND-ODESSA REGIONAL AIR TERMINAL. . . V18 MQP - V16 ABI - V66 MAF - - DEPARTURE RUNWAY 17.

(The following is a "detailed clearance" and does not make use of radar, which would normally be provided.)

FLYBIRD TWO TWO CHARLIE CLEARED TO MIDLAND-ODESSA AIRPORT VIA VICTOR EIGHTEEN MILLSAP - VICTOR SIXTEEN ABILENE - VICTOR SIXTY-SIX MIDLAND. TURN RIGHT TO JOIN VICTOR EIGHTEEN - MAINTAIN FOUR THOUSAND. REPORT INTERCEPTING VICTOR EIGHTEEN. DEPARTURE CONTROL FREQUENCY WILL BE ONE TWO FIVE POINT TWO.

(The following is an "abbreviated clearance" for the same route with radar vectoring provided.)

FLYBIRD TWO TWO CHARLIE CLEARED AS FILED - MAINTAIN FOUR THOUSAND - MAINTAIN RUNWAY HEADING FOR VECTOR TO VICTOR EIGHTEEN. SQUAWK ZERO SEVEN ZERO ZERO JUST BEFORE DEPARTURE. DEPARTURE CONTROL FREQUENCY WILL BE ONE TWO FIVE POINT TWO.

DALLAS-LOVE FIELD - AMARILLO AIR TERMINAL. . . V66 BPR - V355 SPS - V114 AMA - - DEPARTURE RUNWAY 31R.

(The following is a "detailed clearance" and does not make use of radar, which would normally be provided.)

FLYBIRD TWO TWO CHARLIE CLEARED TO AMARILLO AIRPORT VIA NORTHWEST COURSE DALLAS LOCALIZER - VICTOR SIXTY-SIX BRIDGEPORT - VICTOR THREE FIFTY-FIVE WICHITA FALLS - VICTOR ONE FOURTEEN AMARILLO. MAINTAIN FOUR THOUSAND. JOIN VICTOR SIXTY-SIX AT FOUR THOUSAND. REPORT INTERCEPTING VICTOR SIXTY-SIX. DEPARTURE CONTROL FREQUENCY WILL BE ONE TWO FIVE POINT TWO.

(The following is an "abbreviated clearance" for the same route with radar vectoring provided.)

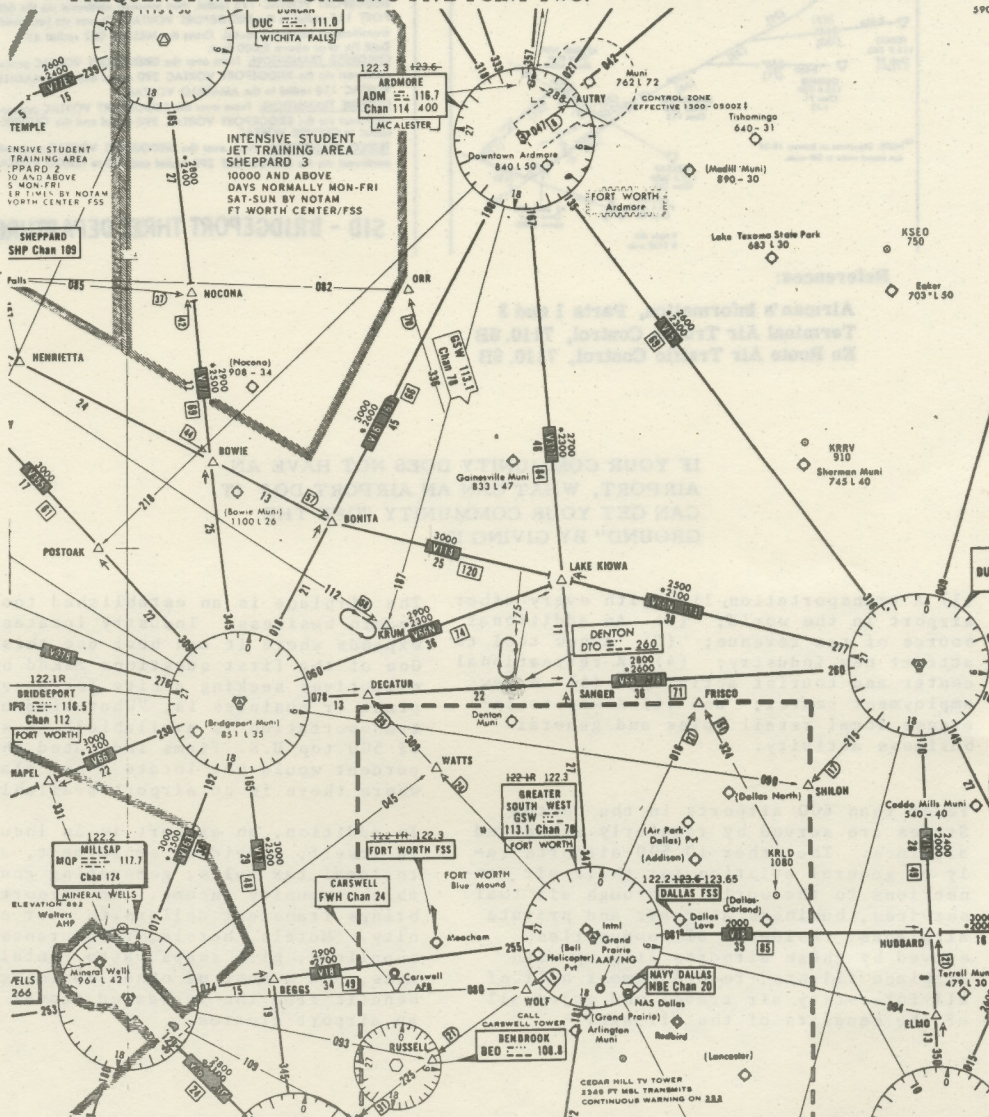
FLYBIRD TWO TWO CHARLIE CLEARED AS FILED - MAINTAIN FOUR THOUSAND - MAINTAIN RUNWAY HEADING FOR VECTOR TO VICTOR SIXTY-SIX. SQUAWK ZERO SEVEN ZERO ZERO JUST BEFORE DEPARTURE. DEPARTURE CONTROL FREQUENCY WILL BE ONE TWO FIVE POINT TWO.

(The following is an "abbreviated clearance" from Dallas-Love Field to Amarillo Air Terminal with a SID assigned by ATC.)

FLYBIRD TWO TWO CHARLIE CLEARED AS FILED - BRIDGEPORT THREE DEPARTURE - CHILDRESS TRANSITION - MAINTAIN EIGHT THOUSAND. SQUAWK ZERO SEVEN ZERO ZERO JUST BEFORE DEPARTURE. DEPARTURE CONTROL FREQUENCY WILL BE ONE TWO FIVE POINT TWO.

Although a departure clearance is normally to the destination airport, it may be to a fix just a few miles from the point of departure. A "short range" clearance is used to expedite departure while the flight is being further coordinated by ATC. On a short flight, the clearance may be to an approach fix serving the destination airport. An example of a "short range" clearance from Greater Southwest International Airport to RUSSEL INTERSECTION follows:

FLYBIRD TWO TWO CHARLIE CLEARED TO RUSSEL INTERSECTION VIA THE TWO TWO FIVE RADIAL OF GREATER SOUTHWEST VORTAC - MAINTAIN THREE THOUSAND.
TURN RIGHT HEADING TWO SEVEN ZERO FOR VECTOR TO THE TWO TWO FIVE RADIAL.
SQUAWK ZERO SEVEN ZERO ZERO JUST BEFORE DEPARTURE. DEPARTURE CONTROL FREQUENCY WILL BE ONE TWO FIVE POINT TWO.



ACCIDENT PREVENTION

An example of FAA and industry cooperation was a meeting in December 1971 of the regional coordinators in the FAA Accident Prevention Program and the General Aviation Manufacturers' Association. At this meeting, GAMA agreed to accept and consider recommendations for changes in airplanes, engines, and associated equipment which might prevent certain types of accidents. Only those recommendations that are related specifically to preventing accidents and that are positive in nature should be submitted. This is our opportunity to take a closer look at accidents in view of what could have been done in the manufacture of the airplane (or its equipment) to have prevented the accident. Make your recommendation about a specific item and include make and model or whatever information is needed to definitely identify the problem and the equipment. Send your recommendations on a Safety Improvement Report or any way you desire to General Aviation District Office, FAA, Box 200, Columbia Metropolitan Airport, West Columbia, South Carolina 29169.

ALERTNESS (AIM - PART I) Be alert at all times, especially when the weather is good. Most pilots pay attention to business when they are operating in full IFR weather conditions, but strangely, mid-air collisions almost invariably have occurred under ideal weather conditions. Unlimited visibility appears to encourage a sense of security which is not at all justified. Considerable information of value may be obtained by listening to advisories being issued in the terminal area, even though controller workload may prevent a pilot from obtaining individual service.

JUDGMENT IN VFR FLIGHT Use reasonable restraint in exercising the prerogative of VFR flight, especially in terminal areas. The weather minimums and distances from clouds are minimums. Giving yourself a greater margin in specific instances is just good judgment.

It has always been recognized that precipitation reduces forward visibility. Consequently, although it may be perfectly legal (in 3 or 4 miles visibility) to cancel your IFR flight plan at any time you can proceed VFR, it is good practice, when precipitation is occurring, to continue IFR operation into a terminal area until you are reasonable close to your destination.

In conducting simulated instrument flights, be sure that the weather is good enough to compensate for the restricted visibility

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of the safety pilot and your greater concentration on your flight instruments. Give yourself a little greater margin when your flight plan lies in or near a busy airway or close to an airport. (For more information on these and other subjects on good operation procedures, refer to Part I of the Airman's Information Manual).

BREAKFAST CLUB NEWS

On December 19 the Breakfast Club met at the Georgetown County Airport. This was the first meeting to be held at Georgetown in several years and Ken Luther, the new owner of Georgetown & Western Flight Service, was anxious to have the club visit Georgetown. More than thirty aircraft flew into Georgetown, and sixty people were on hand for the meeting at the Holiday Inn. The Holiday Inn is to be commended for providing a meeting place and breakfast on such short notice. The breakfast was originally scheduled for another restaurant, but the manager forgot about it.

The meeting scheduled for January 2 at Timmonsville was cancelled because of weather and will be rescheduled later.

On January 16, the Breakfast Club will meet at Midlands Aviation, Owens Field, Columbia.