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SOUTH CAROLINA AVIATION NEWSLETTER

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COMMISSION ACQUIRES NEW AIRCRAFT



COMMISSION PILOTS AND NEW AIRCRAFT

Aeronautics Commission pilots recently completed a formal 40 hour ground school and eight hour flight training program on the new Beech King Air 100 which was purchased by the Commission in July. Shown in the picture above are, left to right, J.C. Cuevas of Beech Aircraft,

Richard Thomy, Eagle Aviation; Jim Sheorn, Commission Pilot; John W. Hamilton, Director of the Commission; and Dan Fraley, Chief Pilot.

The new aircraft, which was purchased from Stevens Aviation, is equipped with Pratt & Whitney PT6A-28 turbine engines developing 680 SHP each. Take-off gross weight is 10,600 pounds with either an eight or ten passenger configuration. The aircraft cruises at 240 knots, is pressurized and the best cruise altitudes are between 14 and 16,000 feet; however, it is certified for altitudes to 31,000 feet.

Charles Smoak and Joe Sinnett completed the training course at the Beech plant in Wichita, Kansas.

SINNETT JOINS COMMISSION STAFF



JOSEPH V. SINNETT, JR.

Joseph V. Sinnett, Jr., joined the Aeronautics Commission staff as a pilot in July. He replaces Jay Anderson who resigned to accept a position with the South Carolina Development Board.

Joe is a native of Florida where he began his flying career in 1944. He joined the United States Air Force in January 1950 and was commissioned from the Aviation Cadet Program in December of 1950. He retired from the Air Force in February of 1970 and moved to the Columbia area in June of 1971. Since that time he has held various flying positions in the Columbia area.

Joe received his bachelors degree from the University of

Nebraska. He holds an Air Transport Pilots Rating and Flight Instrument ratings for airplanes and instruments.

Mrs. Sinnett teaches at Irmo Elementary School and is a native of South Carolina. The Sinnetts have two children, Vicki and Chris. They attend the Irmo Schools.

During his Air Force career Joe served in the Military Air Lift Command, Strategic Air Command, Air Training Command and Air Forces European Command.

GA MECHANICS DEMAND JUMPS

Washington, D.C., - There will be a steady demand for aircraft mechanics in general aviation of about 80 percent over the next 10 years according to two indicators.

A survey announced by the National Business Aircraft Association (NBAA) disclosed that 133 member companies, or about 40 percent of its members with flight maintenance departments, employ 781 rated mechanics now and expect to need another 685 between now and 1985.

These additional mechanics, required both because of attrition and creation of additional positions, represents 87.7 percent of the companies' existing force.

"We feel we can project with reasonable assurance that this percentage applies as well to the other 60 percent of our companies with flight maintenance departments," said NBAA President John H. Winant in announcing the survey results.

The second indicator is a Bureau of Labor Statistics prediction of an approximate 80 percent increase in employment of both pilots and mechanics in general aviation over the next 10 years.

The bureau's prediction is published in Section 73-4 of NBAA's current "Business Flying". That annual publication contains statistics, reports and forecasts concerning the business aviation segment of general aviation, which is all civil flying except that done by air carriers.

Also among reports in "Business Flying 73-4" were these:

* Mechanics employed in civil aviation last year totalled 130,000, according to the Bureau of the Census. This compared with 111,600 in 1960 and a peak of 145,000 in 1969.

* General aviation last year employed about 9,500 executive pilots, 4,000 flight instructors, 2,500 aerial application pilots, and 6,000 pilots flying air taxi routes, according to the Bureau of Labor Statistics.

* The Federal Aviation Administration reports that active certificates were held on Dec. 31, 1971, by 741,009 pilots and 193,295 mechanics. These figures, even though 18 months out of date, were the most recent available from FAA.

The only A & P approved school in South Carolina is at Florence-Darlington Tec. They have an excellent program. For information concerning their program write, Mr. Fred C. Fore, Director, Florence-Darlington TEC, P.O. Drawer 269, Florence, SC 29501.

CIVIL AIR PATROL PLANS CLINIC

Colonel E. Lee Morgan, Commander of the South Carolina Wing Civil Air Patrol, has announced a flight training clinic for South Carolina CAP pilots which will be held September 29, 30, 1973 at the Florence Airport, Florence, S.C. (in case of inclement weather alternate dates will be October 6 and 7).

Assisting in this clinic will be Mr. John Hamilton and personnel from the South Carolina Aeronautics Commission and Mr. Frank Kelley, Columbia GADO. They and their staff have a good program lined up consisting of lectures, films, slides and proficiency flights. Pilots who take the proficiency check rides will be in no danger of losing their license and will receive a "Spirit of Safety" pin and a wallet size General Aviation Accident Prevention card and an Accident Prevention decal.

The program will begin on Saturday morning September 29. The ground school portion will cover such subjects as aviation weather and communications in addition to those required by Civil Air Patrol regulations.

Members are urged to make plans now to attend the two day program.

FLIGHT INSTRUCTOR REFRESHER COURSE

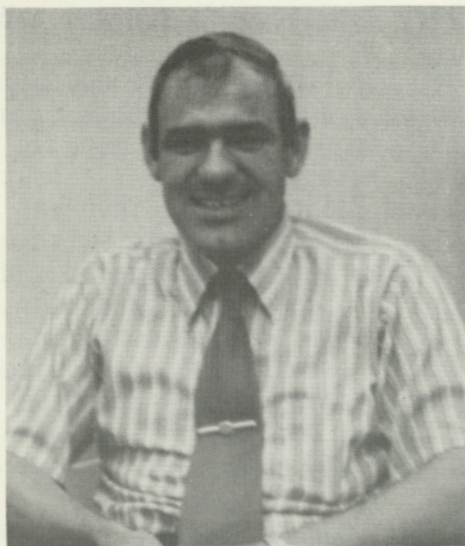
The annual Flight Instructor Refresher and Revalidation course is scheduled for October 16, 17 and 18. This course will be presented by the Flight Instructor Team from the FAA Academy at Oklahoma City, and by other leaders in aviation education. It is sponsored by the South Carolina Aeronautics Commission and the AOPA Air Safety Foundation, in cooperation with the Federal Aviation Administration and the National Transportation Safety Board.

The Refresher Course will be conducted at the Ramada Inn, I-26 at 378, West Columbia, South Carolina. Lodging will be available at the Ramada Inn. The Program will begin with registration at 8 am on October 16 and end at 6 pm Thursday, October 18. The cost of the course will be \$35 which includes all texts and materials related to the course.

If you are a candidate for a rating or a renewal, or are interested in an excellent refresher course, we think you will find this presentation to be of real value. Your flight instructor certificate with ALL ratings will be revalidated at the discretion of the FAA upon satisfactory completion of the course. Eligible graduates may earn the coveted FAA Gold Seal. A standardization ride will be required if your certificate has expired. For additional information or registration forms write James E. Stargel, AOPA Air Safety Foundation, Air Rights Building,

7315 Wisconsin Avenue, Washington, D.C. 20014, Phone: (301) 654-0500 EXT. 229, or the South Carolina Aeronautics Commission, P.O. Box 1769, Columbia, S.C. 29202, Phone: (803) 758-2766.

GOBLE ASSIGNED TO COLUMBIA GADO



TONY GOBLE

T.B., Tony Goble has been assigned to the FAA General Aviation District office in Columbia as Operations Inspector. He comes to Columbia from Norwood, Massachusetts where he served in the District office for 2½ years. Tony has a wide background in the field of general aviation having served as a flight instructor, air-taxi pilot and charter pilot. Prior to joining the FAA he was Chief Pilot with Aero Industries. He is originally from West Virginia and was a mechanic with the United States Air Force during the Korean conflict.

He is married and has one daughter.

We welcome the Gobles to South Carolina and hope that their stay will be a long and pleasant one.

PLANTATION PARTY

Thousands of pilots have already registered for AOPA's 1973 Plantation Party, scheduled for Tuesday, September 11 to Sunday, September 16, in San Diego, Calif.

The Plantation Party traditionally is a composite of general aviation activity and festivity, designed specifically for pilots and their families.

Pilots flying to San Diego for the Plantation Party are requested to land at Montgomery Airport. Transportation between the field and Plantation Party hotels will be provided by AOPA. All flight-training clinics, with the exception of the Sailplane Familiarization Course, are to be based at Crownair, Montgomery Airport. The sailplane course will take place at Brown Field.

RETRACTABLE LANDING GEAR

Gear-up landings are caused either by a human factor or they are mechanically induced.

HUMAN FACTOR. At least by the time you are turning on the final approach, make it a habit to COMPLETE the recommended landing checklist for your aircraft. This will insure that action has been taken to lower the gear, and it will increase your awareness so you can recheck the gear-down indicators.

Complete the landing roll and turn off the runway before operating any levers or switches, unless good operating practices indicate otherwise. After the rollout, you will be more composed and have more time to identify each switch or lever before actuating it.

MECHANICAL FACTOR. Mechanically induced failures have involved malfunctions of warning systems, inoperative limit and safety switches, uplocks that failed to release, down locks that failed to engage, and wheels that jammed in the wheel wells. Chains have jumped sprockets, cables fouled in pulleys, slide tubes sticking due to dirt contamination, torque tubes and drag struts bent due to excessive loads applied.

Even though it may be physically uncomfortable to look at these items, a thorough preflight or postflight cannot be accomplished without these observations. Keep the landing gear and wheel wells clean and free of mud and debris. This applies to the switches and valves also. Repair or replace protective boots that may be damaged or missing. Keep the shock struts properly inflated, and the gear system lubricated in accordance with the manufacturer's instructions.

NEW WEATHER SERVICE

A Supplementary Aviation Weather Reporting Station has been authorized at Midlands Aviation, Owens Field, Columbia, South Carolina. Mr. Fred Begy has been certified to take weather observations and the necessary reporting equipment has been acquired by Midlands. The Supplementary Aviation Weather Reporting Station became operational on July 15, 1973.

We have needed this type service at Owens Field for a long time, and appreciate Mr. Purvis' help in obtaining it.

SPIRIT OF SAFETY PIN

Over 100 S.C. pilots have qualified for the Spirit of Safety Pin by taking voluntary proficiency flight checks. Pins will be awarded to these pilots at the Bennettsville Breakfast Club meeting.

BREAKFAST CLUB NEWS

Printed below is a letter from Dr. Hal Trimmier concerning the Breakfast Club meeting at Bennettsville.

The Bennettsville Chamber of Commerce and the City of Bennettsville take pleasure in inviting you again to participate in our Red Carpet Festival at the Bennettsville Airport on September 15 and 16.

We would like you to come Saturday and enjoy a parade through the city Saturday afternoon, followed by a Chamber-sponsored social hour Saturday night.

Sunday, we will welcome the South Carolina Breakfast Club and South Carolina Flying Farmers to meet with us for their regular meeting, and at this time awards for various categories of experimental and antique aircraft and automobiles will be made. Sunday's breakfast will be followed at 2:00 p.m. by an air show--Bob Nance of Columbia doing single aerobatic acts in Pitts Special, model airplane aerobatics performance, and parachute acts.

There is no charge (except for personal expenses, food, lodging, etc.) for any of the events to anyone arriving in Bennettsville by air. There is no landing fee, tie-down fee, or any other charges. The field is lighted, and you will be welcome for all or any part of the weekend. If you can't come Saturday, plan to join us on Sunday for breakfast and the air show.

Free ground transportation to and from motel and town will be available throughout the weekend. Other activities are planned to include ladies and children. So, please accept our invitation and join us at Bennettsville for our fourth "Red Carpet Festival" where I am sure you will receive the "red carpet" treatment. Ask someone who was here last year.

The August 5th meeting at Pickens was attended by local people only due to the weather situation. The Newberry meeting on August 19 was an excellent one. Sixty-five people were in attendance and 28 visiting aircraft were counted. Mr. Baumgartner and his crew did an outstanding job. Other meetings are as follows: September 30, Wings and Wheels; October 14, Open; October 28, Orangeburg (election of officers); November 11, Camden; and November 25 Pickens (tentative).

The Orangeburg meeting is always an important one. The officers for the coming year are elected at this time. Plan now to attend this meeting for sure.

Attendance during the autumn months is always good as this time of year affords us our best flying weather. We hope that this year will be no exception.

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PILOT MEETINGS PLANNED

New regulations (FAR 61) governing the certification of pilots and flight instructors will become effective on November 1, 1973, with some provisions with later effective dates. Some of these new regulations will affect every pilot. The FAA objective is to explain these regulations before the effective dates and to correct any misconceptions so that you will know how the changes affect you.

These new regulations are designed to improve safety and we think you will agree with us when you understand them better.

Meetings to explain the new regulations will be held at the following locations:

<u>DATE</u>	<u>LOCATION</u>	<u>TIME</u>
Sept. 18, 1973	Spartanburg TEC-Room 16	7:30 PM
Sept. 19, 1973	Greenville TEC - Library Classroom Auditorium	7:30 PM
Sept. 26, 1973	Aiken-New USC Regional Campus Room 107	7:30 PM
Sept. 27, 1973	S.C. Opportunity School- Auditorium	7:30 PM
Oct. 2, 1973	Florence National Guard Armory (Near Florence Airport	7:30 PM
Oct. 4, 1973	Sumter TEC (Next to USC Reg. Campus)	7:30 PM
Oct. 11, 1973	Charleston Tec - Auditorium 7000 Rivers Ave. (Highway 52)	7:30 PM