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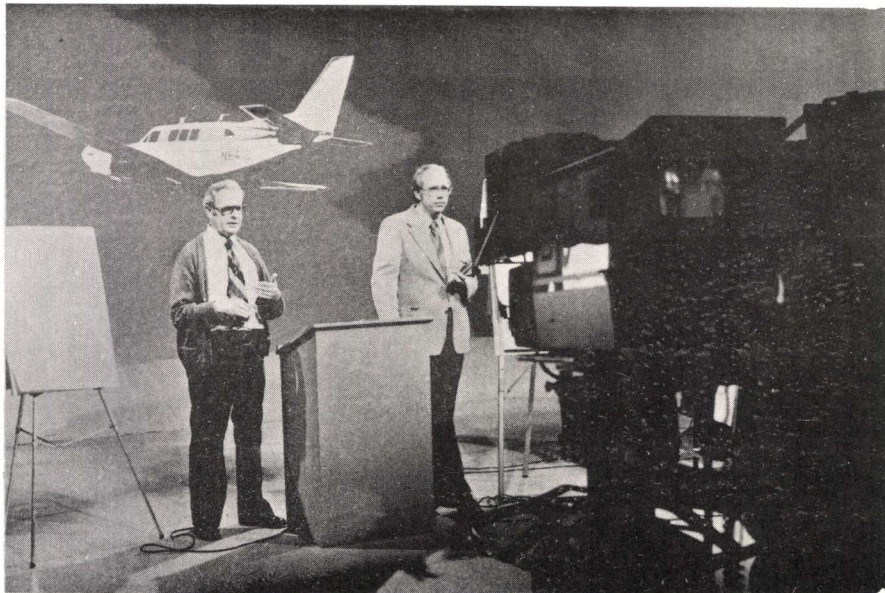
South Carolina Aeronautics Commission Aviation Newsletter

No. 12

DECEMBER 1977

Vol. 27

ETV AIRMANSHIP COURSE



Ed Paquet and Al Lee on Camera

The 4th Annual Airmanship Course got off to a good start on Tuesday, November 15th. Over 300 students were registered for the 12 hour course which is presented on 4 consecutive Tuesday nights at 16 Technical Schools throughout the State.

Topics that were covered were instrument procedures, aircraft performance, weather, new military training routes, regulations, violation procedures, and medical problems.

Instructors for the course were Pete Pederson of

the FAA Southern Region - Atlanta, Ga., Ed Paquet of the National Weather Service, Fred Begy of Midlands Aviation Corporation, R. E. Jackson, AME, Frank Kelley of the Columbia GADO, Bill Holecek of the Eagle Aviation, Gerald Baker, Toni Wilson and Gordon Carroll of FAA ATC.

Doctor Hornsby of the Technical Education Department stated that there may be a possibility of additional time for a program in the Spring if enough interest is shown.

FORMER COMMISSION MEMBER DIES



David S. Harter

The aviation community was saddened to learn of the death of Dave Harter on November 9th, 1977. Mr. Harter, who served as Director of the State Energy Management Office since October 1973, was a member of the South Carolina Aeronautics Commission from 1973 until 1977.

Dave was born in Greenville, Ohio and enlisted in the Air Force in November 1942. He received his primary training at Woodward Field in Camden and flew 35 combat missions as a B-17 pilot in the European Theater during World War II. After the war he returned to Camden and operated an automobile dealership.

He continued his interest in aviation and was an active pilot until his death. He served as Wing Com-

mander for the Civil Air Patrol for a number of years.

Printed below is Dave's favorite poem written by John Gillespie Magee, Jr.

Oh, I have slipped the surly bonds of earth

And danced the skies on laughter-silvered wings;
Sunward. I've climbed, and joined the tumbling
mirth

Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared
and swung

High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue

I've topped the windswept heights with easy grace
Where never lark, or even eagle flew.

And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,

Put out my hand, and touched the face of God.

AG PILOTS PLAN CONVENTION

The South Carolina Agricultural Aviation Association Board of Directors has set February 23, 23 and 24 for their annual convention. This year's program will be at Howard Johnson's Ocean Resort, Myrtle Beach, South Carolina.

The banquet will be held at 7:00 p.m. on February 23rd. Doctor Ben Kissam and personnel from Clemson will conduct a refresher course beginning at 9:00 a.m. on the 24th.

Members attending the board meeting were Billy Lynam, President, Ron Richardson, B. W. Curry, Elbert Page, Alex Taylor, George Gedra, Jack Ross, Bobby Weatherly and Jack Barry.

SOUTH CAROLINA AIRCRAFT ACCIDENTS 1976 - 77

<u>DATE</u>	<u>TYPE AIRCRAFT</u>	<u>INJURIES</u>	<u>NATURE OF ACCIDENT</u>
7-08-76	C-150	None	Caught fire on ground
7-12-76	Hughes 269A	1-Minor	Caught fire after preflight
7-13-76	PA-24	None	Retracted gear after practice touch go landing
7-15-76	Hughes 269B	None	Engine failure
7-20-76	C-188B	None	Engine failure due to fuel starvation
7-21-76	J-3 Cub	None	Flipped over on landing
7-26-76	C-180	1-Minor	Brakes failed on landing, hit parked aircraft
8-05-76	PA-30	1-Minor	Force landing due to oil leak
8-12-76	C-195	3-Minor	Ground loop
8-18-76	C-188	None	Fuel Starvation
8-29-76	C-188	None	Lost control on ground
8-29-76	C-172	None	Struck tree on VFR turn
9-04-76	7-ECA	None	Landing gear failure
9-05-76	PA-22	1-Minor	Engine failure
9-08-76	Bell-47	None	Engine mount failure
9-08-76	PA-34	None	Brakes failed on row out
9-11-76	Hughes - 269B	1-Serious	Engine failed in flight
9-26-76	C-172	None	Aircraft ran off end runway
10-16-76	Benson Gryocopter	1-Fatal	Aircraft stalled
10-25-76	C-206	None	Engine failure and fire
11-15-76	PA-28	3-Fatal	Weather
12-16-76	PA-22	None	Lost control on ground
12-27-76	B-55	None	Gear failed to extend
12-29-76	C-172	None	Aircraft overturned while taxiing in strong wind
1-08-77	C-150	None	Fuel starvation
1-10-77	C-205	None	Lost control on ground
1-23-77	AC-100	None	Propeller blade separated
1-26-77	C-210	None	Fuel starvation
2-14-77	C-150	None	Lost control in weather
3-01-77	M-20F	None	Lost power
3-12-77	PA-28	1-Minor	Fuel starvation
3-15-77	PA-32	1-Fatal 3-Serious	Cross wind landing
4-08-77	RC-112	None	Propeller failure
4-17-77	C-180	None	Ground loop to avoid collison
4-30-77	Starduster II	2-Fatal	Inverted spin
5-07-77	C-188	1-Minor	Flat spin
5-22-77	PA-24	None	Taxied into another aircraft
6-04-77	PA-28	None	Landed on road due to low fuel
6-21-77	PA-23	None	Tire blew out
6-25-77	Bell-47D1	None	Tail rotor blade hit power line
6-29-77	Davis DIW	2-Fatal	Fuel Starvation

FAA NOTES

CAUTION TO PARACHUTISTS

Investigation of a parachute fatality where a tandem "piggy back" parachute was worn, has revealed that the reserve ripcord entangled the reserve suspension lines preventing deployment of the reserve canopy. It was found that the reserve assurance cord "last chance cord" was attached to the reserve ripcord handle. This prevented the reserve ripcord from pulling free from the housing and also prevented one group of suspension lines from extending far enough to release the canopy wrap and obtain a reserve deployment.

It is recommended that jumpers using a "last chance cord" assure it is not attached to the reserve ripcord in such a manner that would prevent getting rid of the ripcord in an emergency.

CESSNA 172

We have received several reports of excessive vibration during operation of Cessna 172 aircraft with Lycoming Engine installations. Investigations have determined that the propellers have been installed in the wrong position. The Cessna Service Manual describes the correct indexing of the starter ring gear support assembly and propeller to the crankshaft.

Operation of the aircraft with an improperly indexed propeller can cause damage to internal engine parts, i.e., oil pump gears and lead to engine failure.

FIBERGLAS

The use of Fiberglas in aircraft construction has become quite common. The National Safety Coun-

cil reports the following: The catalyst used in Fiberglas resin which is referred to as "hardener" or "accelerator" is hazardous if eye protection is not worn by the user. A drop of catalyst in the eye progressively destroys eye tissue, resulting in blindness. Attempts to wash the eye are unsuccessful. Because once the chemical has started destruction of eye, it cannot be stopped. Persons building or repairing aircraft of Fiberglas construction are urged to use proper eye protection and extreme caution when using these materials.

PARACHUTES

We have reports of reserve sport parachute canopies being found stained at repacking. The canopy material was weakened in the stained area to the extent of being unsafe for use. In addition to inspection information that may be provided by the manufacturer of the parachute, Chapter 9 of Poynter's "The Parachute Manual" covers inspection and different types of stains, stain identification and proper corrective action to be taken. It goes without saying that emergency and reserve canopies must be free of weakened fabric.

WINTER OPERATIONS

With the advent of cold weather, proper maintenance of ignition and induction systems becomes significant with regard to easy engine starting. Many cold weather engine fires could have been prevented if magneto timing, induction vibrators, and spark plugs had been better maintained.

In addition, exhaust systems need careful inspection with respect to providing sufficient carburetor heat and cabin heat free from dangerous carbon monoxide.

AIRCRAFT ACCIDENT REVIEW

For the first ten months of 1977 (January 1 to October 31), 40 aircraft accidents were investigated by the Columbia General Aviation District Office. Of those 40 accidents in South Carolina, 20 (50%) involved pilots from out of state. Also, 18 of those accidents occurred during the last 3 months. Seven fatal accidents (4 out-of-state pilots) resulted in 12 fatalities. Twenty-five percent of the accidents for the year (10) were aerial applicator operators, 20 were flying for personal pleasure, and 6 were business operations. Cause factors were: fuel mismanagement 6 (5-fuel exhaustion), ground control 7, mechanical 7, weather 3, spin 3, collision with objects on the ground 13, fire 5, lost power 12, low flying 1, and taxi 1. (The above figures total more than 40, but some accidents involved several causal factors). The above information is based on preliminary reported factors.

Analysis of the statistics above indicate that South Carolina pilots' involvement is less than in previous years, however, this does not account for any South Carolina pilots involved in accidents outside of South Carolina. Of the 12 who reported a loss of power, investigation revealed one was fuel exhaustion, one was fuel contamination, and one was a bad cylinder. No abnormalities could be found in the other nine aircraft in our post-accident investigations.

AERONAUTICAL CHARTS TO SHOW MILITARY TRAINING ROUTES

Military flight training routes will start to appear on civil aeronautical charts for the first time begin-

ning early next year, the Department of Transportation announced today.

The change is part of a safety enhancement program aimed at keeping civil pilots better informed of military flight training activities.

Raymond G. Belanger, Director of the Federal Aviation Administration's Air Traffic Service, said depicting military training routes on National Oceanographic Survey aeronautical charts will give civil pilots a greater understanding of military operations and enable them to plan and conduct their flights with increased safety.

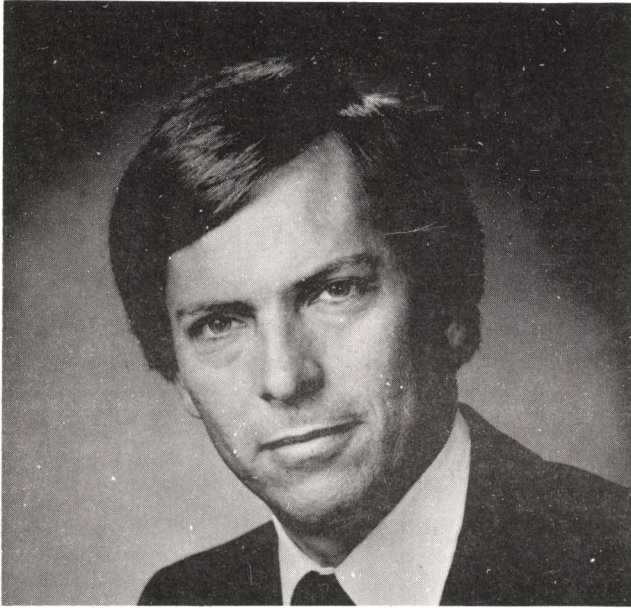
He noted that civil pilots also will benefit from a decrease in the amount of airspace allocated to high-speed/low-level military training operations. The military, meanwhile, still will have reasonable airspace to meet its national defense training needs.

The number of training route categories also is being revised under the new program.

The "olive branch" routes--or all weather routes used primarily for low level bombing simulations--will be converted to the instrument (IR) category where separation for IFR traffic is provided by FAA air traffic facilities. In addition, by January 1, 1979, the low-level training routes (TR) also will become a part of the IR category or visual (VR) routes category where training is conducted on a see-and-avoid basis.

Details on military flying activities are available by contacting the nearest flight service station. Additional information is contained in a new advisory circular, AC210-5, which is available free by writing to the Department of Transportation, Publications Section, TAD-4431, Washington, D.C. 20590.

HAWTHORNE AVIATION



Dean Harton

Hawthorne Aviation has announced the election of Dean Harton as Vice President of the company.

Harton will head a new division that has been formed to conduct all wholesale activity for Piper aircraft and parts in the three state area served by the company. The division presently services 27 dealers throughout that market. For many years this sales activity was conducted as a part of the company's general aviation duties, but with recent growth and an optimism for the future the company management elected to establish a separate division to handle this activity. Vernon B. Strickland, President of Hawthorne Aviation, expressed confidence that the new division would prosper and grow under Harton's future leadership.

Harton was born in Atlanta but moved to the Charleston community at a young age where he attended a local area school and is a graduate of the Porter Military Academy. He joined Hawthorne in 1968 and since that time has served as flight instructor, air taxi pilot, retail aircraft salesman, and most recently Distribution Manager for Piper aircraft.

Harton is an experienced pilot with 6500 hour flight time and an Airline Transport Pilot rating. He is proficient in the entire line of Piper aircraft including the Cheyenne model prop jet, as well as most other general aviation type aircraft. He is a member of the Hobcaw Yacht Club and the Aviation/Space writers Association.

Hawthorne has conducted a General Aviation Business at the Charleston Airport for the past 45 years and its military division has Army Aircraft Maintenance Operations at Fort Sill, Oklahoma and Fort Huachuca, Arizona. The total company employment is approximately 175 people.

In addition to his aviation career, Harton is an active writer for a number of aviation and non-aviation publications. His articles have appeared in several local and national magazines.

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WEATHER RADIO SERVICE

NOAA (National Oceanic and Atmospheric Administration) in cooperation with South Carolina Educational Television has a service that can be beneficial to the Aviation Community. It provides around-the-clock weather information directly from National Weather Service Officers. Taped weather information is repeated every four to six minutes and routinely revised every hour, or more frequently if needed.

The broadcasts are tailored to the general weather information needs of people within the listening area. There are six broadcast locations around South Carolina. Although this weather information is not

aviation oriented the pilot or fixed base operator can get a good picture of general conditions or alerted to approaching severe weather. Pilots would still need a good pre-flight briefing to get aviation weather details. During severe weather the Weather Service will interrupt the routine broadcast to substitute special warning messages. They also activate specially designed warning receivers. Such receivers either sound an alarm indicating an emergency exists, alerting the listener to turn the receiver up; or, when operated in a muted mode are automatically turned on so that the warning message is heard. Receivers can be purchased for less than \$40.00 with more expensive receivers available.

The broadcasts include the following information with slight differences at some locations:

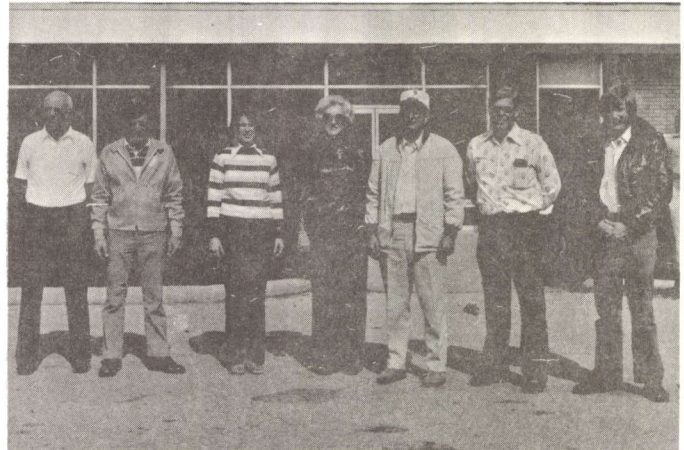
1. Location of weather systems affecting the listening area.
2. Public forecast for listening area.
3. Wind forecast for lakes.
4. Coastal waters wind forecast.
5. Agricultural forecast.
6. Hourly weather (Sky conditions, temperature, and relative humidity) from observing stations around the state.

These weather broadcasts can usually be heard as far as 40 miles from the antenna site, sometimes more. The effective range depends on many factors, particularly the height of the broadcasting antenna, terrain, quality of the receiver, and type of receiving antenna.

In South Carolina Weather Service broadcasts are made from the following locations at the frequencies shown:

- | | |
|------------------------|--------------------------|
| 1. Greenville - 162.55 | 4. Myrtle Beach - 162.40 |
| 2. Columbia - 162.40 | 5. Charleston - 162.55 |
| 3. Florence - 162.55 | 6. Beaufort - 164.75 |

BREAKFAST CLUB NEWS



NEW OFFICERS

In the picture above, left to right, are the new officers of the S.C. Breakfast Club. Coy Derrick, Historian; Allen Smoak, Lower State Vice President; Debbie Leach, Treasurer; Anne Hawkins, Secretary; Claude Sims, Upper State Vice President; Bill Brown, Mid State Vice President; and Walter Carson, President.

The November 20th meeting at the Prater Ranch Strip on the Georgia side of Clarks Hill was one of the largest of the year. Sixty-three aircraft flew in and 160 members were ferried across the lake to Hickory Knob for Breakfast.

Representative Jennings G. McAbee of McCormick-Greenwood Counties welcomed the Breakfast Club to Hickory Knob and said that he hoped they could build an air strip in the future.

The following meetings are scheduled:

December 4	N. Myrtle Beach
December 18	Ocean Isle, N.C.
January 1	Open
January 18	Open

SOUTH CAROLINA AERONAUTICS COMMISSION

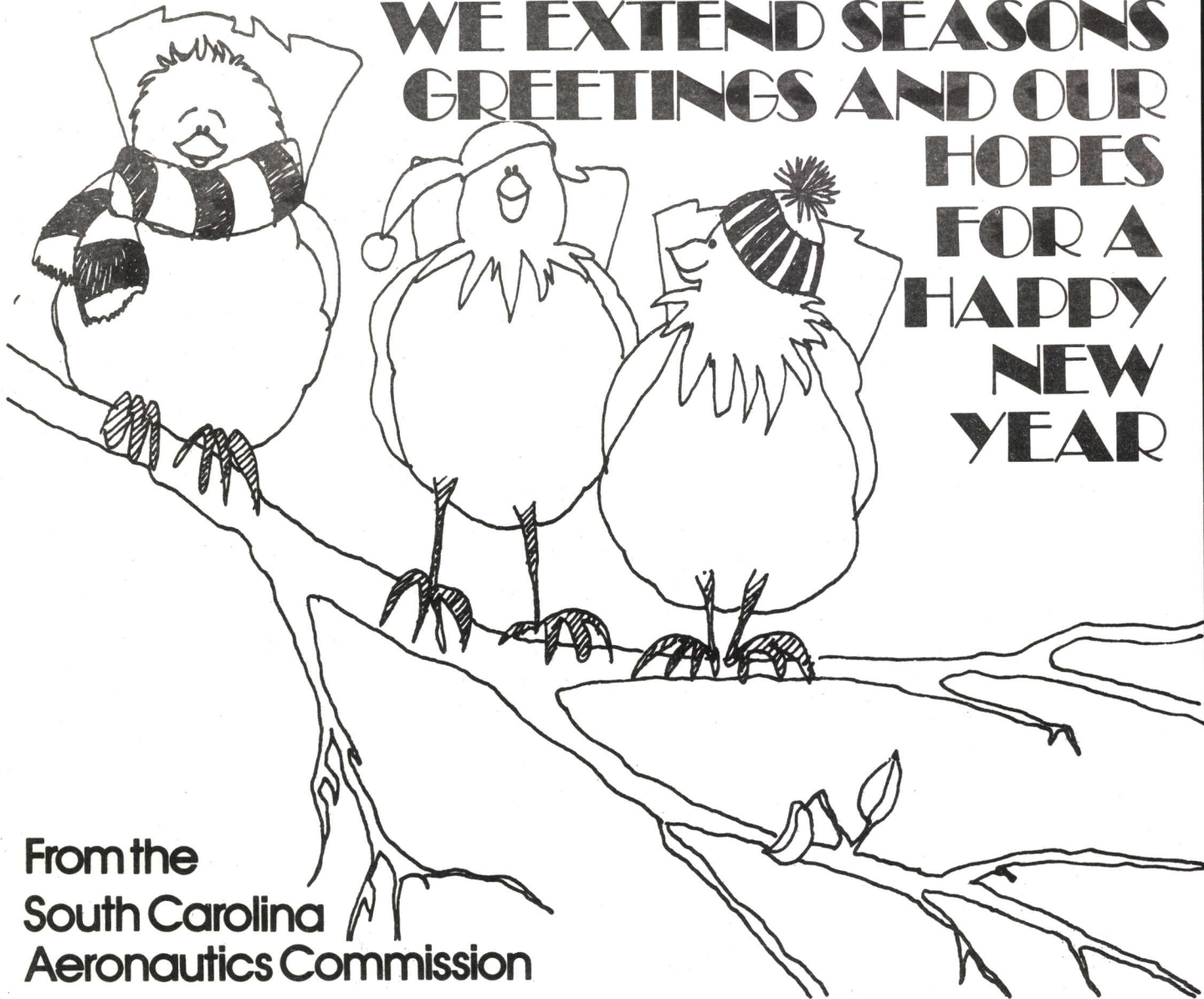
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**TO ALL OF OUR FELLOW FLYERS:
WE EXTEND SEASONS
GREETINGS AND OUR
HOPES
FOR A
HAPPY
NEW
YEAR**



**From the
South Carolina
Aeronautics Commission**