South Carolina AVIATION News Letter

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SPACE MOBILE

The National Aeronautics and Space Administration's traveling space science unit, the Spacemobile is scheduled to visit South Carolina from March 1 through March 16.

The Spacemobile is a traveling space demonstration unit and is a compact specially designed bus which carries models of launch vehicles, satellites, space probes and other special devices for demonstrating the aspects of space science and exploration.

The spacemobile was developed primarily for educational presentations to teachers and students and has received a very favorable reaction wherever it has been presented.

A typical demonstration answers six basic questions. (1) What is a satellite? (2) How does it get into orbit? (3) What keeps it in orbit? (4) What does it do? (5) What good is it? (6) What are the plans for future space research and exploration by the National Space and Aeronautics Administration?

The laws of motion are simply described and the principles of a reaction motor are demonstrated. Simple experiments are performed describing and illustrating solid and liquid types of rocket fuels.

The S. C. Aeronautics Commission has coordinated the scheduling of the spacemobile with various high schools throughout the State for the two week period.

If there is sufficient demand, SCAC will request the spacemobile for another period in the fall.

JACK A. PHILLIPS

OPERATOR OF THE MONTH

This month the Newsletter features Phillips Flying Service and Phillips Crop Dusting Service of Fairfax.

Phillips Flying Service is owned and operated by Jack A. Phillips and has been permanently based at Fairfax for the past year. Prior to 1961, Jack based his crop dusting service at Fairfax during the summer and at Pahokee, Florida during the winter.

Jack began his aviation career back in 1938 at Belle Glade, Florida in J-3 Cubs. His first solo flight was in an Aeronca Champ flown from a dike at Lake Okeechobee. Pahokee didn't have an airport so the dike served the purpose very well.

In 1941 he joined the Navy and served in North Africa and Italy during World War II. After his discharge, he began flying at Belle Glade on the G.I. program and received his commercial license in 1946. The day after he got his commercial, Jack began dusting for Gillie Gabaldon and has been in the Aerial Application business since. He worked for Gabaldon in the Lake Okeechobee area and South Georgia until 1948 when he went in business for himself.

Using a Stearman PT17, Jack worked the Mississippi Delta area in the summer and Florida in the winter until 1951, when he moved to Fairfax for the summer season.

Mrs. Phillips and the five Phillips' children liked Fairfax so well that they decided to become permanent residents in 1961.

Jack now operates Cubs and a Pawnee in his dusting business. A tornado destroyed his fleet of four Stearman's several years ago in Florida and since that time he has used the Piper aircraft. He also has a J-3 available for rental and instruction and a Cessna 182 which is also used for Charter. Phillips Flying Service has been flying for the Rebel Sky-divers of Walterboro and has had much experience in this type work. The firm also provides aerial photography and air ambulance service.

Kenneth M. (Bud) Whitaker works with Jack. He is an A&P Mechanic and also pilot. Jimmy Mills, another pilot with Phillips Flying Service, is currently in Florida working with a J-3 chasing blackbirds out of cornfields. Jack says that there is a large demand for this service, when the corn is ready for harvesting.

Phillips field at Fairfax is a 3000' sod strip. 80 octane fuel, tie-down service, and transportation is available and although the field is not lighted, it is attended 24 hours a day. Jack hopes to get lights later this year.

Next time you are in the area, stop in and meet the fine folks at Fairfax.

BREAKFAST CLUB

Hartsville fly-in breakfast, despite inclement weather, was enjoyed by 18 members of the club.

The only airplane to make the fly-in was (you guessed it), Mr. Coy Derrick, who made the meeting with his son Jack as co-pilot.

Breakfast was served at the Beacon Restaurant. Mr. Derrick turned the meeting over to Mr. Sid Tyson, host to the group.

A very interesting discussion was entered into by Harry Lee Murphy, President, and Bill Yengel, Manager; B. W. Curry, Ferry Pilot for Piper and Bob Hellams, Piper Sales Division of Hawthorne Flying Service, Charleston. The group was brought up to-date on Piper's fiber glass light plane and the test it is undergoing.

This nice ship may be the answer to low cost air travel reflecting a light investment.

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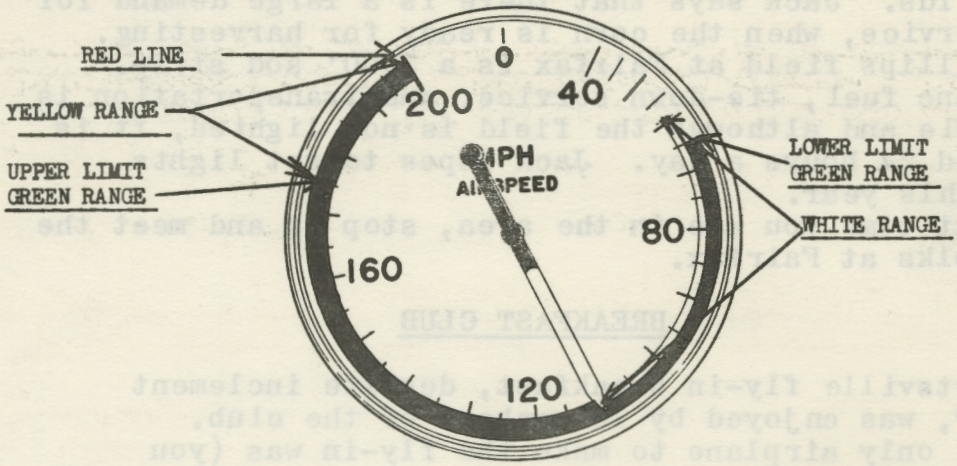
The Weather Bureau Airport Station at Charleston, S. C. has installed a two-channel automatic briefing service with the numbers SH 7-5778 and SH 7-5779. These numbers are on a rotating basis and either may be dialed and if busy the other will take the call.

DO YOU HAVE YOUR 1962 AIRCRAFT REGISTRATION CERTIFICATE?

EXAM-O-GRAM NO. 8

AIRSPEED INDICATOR MARKINGS



The above airspeed indicator depicts the airspeed limitation markings of a late model civilian airplane. How many of the airspeed questions below can you answer by studying the airspeed indicator pictured above?

1. WHAT IS THE FLAP OPERATING RANGE?
2. WHAT IS THE POWER-OFF STALLING SPEED WITH THE WING FLAPS AND LANDING GEAR IN THE LANDING POSITION?
3. WHAT IS THE MAXIMUM FLAPS EXTENDED SPEED?
4. WHAT IS THE NORMAL OPERATING RANGE?
5. WHAT IS THE POWER-OFF STALLING SPEED "CLEAN" - (GEAR AND FLAPS RETRACTED)?
6. WHAT IS THE MAXIMUM STRUCTURAL CRUISING SPEED?
7. WHAT IS THE CAUTION RANGE?
8. WHAT IS THE NEVER EXCEED SPEED?

Airplanes manufactured after 1945 and certificated under the provisions of CAR 3 (12,500 lbs. or less) are required to have the standard system of airspeed indicator markings described in this Exam-O-Gram. In the interest of safety, it is important for you as a pilot to recognize and understand these airspeed limitation markings. And too, this information will come in handy if you are planning to take a written examination for a pilot's certificate; current FAA written examinations contain questions on this subject. A short explanation of the airspeeds and airspeed ranges you need to know follows. The descriptions, through choice, are limited to simple layman language. (For the more technical engineering nomenclature, refer to Civil Aeronautics Manual 3.)

Starting with the lower speeds and working up we have:	Airspeeds (See Illustration)
1. FLAP OPERATING RANGE (the white arc)	59 to 110 mph
2. POWER-OFF STALLING SPEED WITH THE WING FLAPS AND LANDING GEAR IN THE LANDING POSITION (the lower limit of the white arc)	59 mph
3. MAXIMUM FLAPS EXTENDED SPEED (the upper limit of the white arc). This is the highest airspeed at which you can put down full flaps. If flaps are operated at higher speeds, severe strain or structural failure may result	110 mph
4. THE NORMAL OPERATING RANGE (the green arc) . . .	65 to 175 mph
5. POWER-OFF STALLING SPEED "CLEAN" - WING FLAPS AND LANDING GEAR RETRACTED (the lower limit of the green arc)	65 mph
6. MAXIMUM STRUCTURAL CRUISING SPEED (the upper limit of the green arc). This is the maximum speed for normal operation	175 mph
7. CAUTION RANGE (the yellow arc). You should avoid this area unless you are in smooth air.	175 to 200 mph
8. NEVER EXCEED SPEED (the radial red line). This is the maximum speed at which the airplane can be operated in smooth air. No pilot should ever exceed this speed intentionally.	200 mph

There are other airspeed limitations not marked on the airspeed indicator which you should know. They are generally found on placards in view of the pilot or in the Airplane Flight Manual. One of these speeds, a very important one, is the MANEUVERING SPEED. This is your "rough air" speed and the maximum speed for abrupt maneuvers. If during flight you should encounter severe turbulence, you should reduce your airspeed to maneuvering speed or less in order to reduce the stress upon the airplane structure.

KNOW YOUR AIRSPEED LIMITATIONS
THIS KNOWLEDGE MAY SAVE YOUR LIFE

AIRPORT CONSTRUCTION

G. C. Merchant, Director of the Aeronautics Commission, has received official notification of the allocation of $50,000 under the terms of the Federal Airport Act to develop an airport in the Clemson area. Funds are allocated for the construction of a 3200' x 400' landing strip with apron, taxiway and access road and will be matched with state funds.

A new airstrip is being completed at Summerville. This will be a sod strip approximately 3000' x 250' and will be in operation soon.

Work will begin soon on the lighting project for the Walterboro Airport. Georgetown is scheduled for lights also. New lights have been installed at Newberry by the Commission and they are now in operation.

Hamp Manning, Director of Airports for Augusta, tells us that he has had many pure jet flights at Bush Field since work on their 8000' runway has been completed. Bush serves as an alternate for Atlanta and during the holidays, several jet flights originated from there.

TRAFFIC PATTERNS

The tower chiefs, combined station tower chiefs, and resident air traffic specialists have the responsibility of reviewing and approving all airport traffic patterns for airports in their area. Most of the air traffic patterns in South Carolina have already been approved and the majority of the traffic patterns call for a left hand 1000' pattern with a 45° entry on the downwind leg. The traffic pattern altitude for large aircraft is 1500'.

On take-off the first turn will be to the left at 400' after crossing the airport boundary; leaving traffic with a 45° climbing turn to the right. Several airports in the State have right hand traffic which is indicated by a segmented circle.

A mid-air collision could ruin your whole day!!!

BREAKFAST CLUB---Beautiful weather last Sunday resulted in an excellent turnout for the meeting at Aiken. Over 35 aircraft were on hand and members enjoyed a delicious breakfast at the Paddock Restaurant. Traffic and transportation was efficiently handled by the members of the CAP Squadron.

1962 RESOLUTIONS FOR ALL

FOR PILOTS

I resolve to keep in mind that my airport operator has to make a fair profit to stay in business. He may not be around next year if he is expected to give a discount or rebate on his aviation services.

I resolve to acquaint myself with all rules and regulations that have been promulgated for my safety and welfare. (Who else could they possibly benefit?)

I resolve to improve my flying habits, my attitude, listen to my conscience, and attempt to improve my flying proficiency and judgement throughout the year. (This will be my contribution to a new safe flying era).

FOR AIRPORT OPERATORS

I resolve to treat all my customers as though they are my livelihood (they are).

I resolve to make my place of business cleaner than it has ever been before. (Cleanliness begets cleanliness and prosperity).

I resolve to improve the service to my customers in every way that I possibly can. (What can I do to serve him best?)

I resolve to update my equipment and methods of operation to air-age standards.

I resolve to remember that, even though the customer is not always right, he is still a customer so long as he continues to SPEND MONEY.

FOR CITY FATHERS AND AIRPORT COMMISSIONERS

I resolve to take a good look into the future and see what the air needs for our community will be 5 or 10 years from now. (One who waits until the need for air service is obvious will have already missed the boat.)

I resolve to try to realize that if we expect to have the flying public visit us, we will have to provide adequate aviation facilities to receive them.

FOR THE PUBLIC

I resolve to make every effort to understand the

SOUTH CAROLINA AERONAUTICS COMMISSION
P. O. BOX 1176
COLUMBIA, SOUTH CAROLINA

affect of having, or not having, air transportation to our community and to be aware of the varied activities of the aviation industry.

FOR THE COMMISSION

We resolve to continue the improvement of our services to the aviation industry in 1962.
(Indiana Aero News)

AREA COORDINATOR

Arvin O. Basnight, Assistant Administrator of the Federal Aviation Agency, in charge of the Southern Regional Office in Atlanta, has announced the appointment of Odell Garrison to be Area Coordinator for the Columbia Area.

As Area Coordinator, Odell will serve as Public Relations Representative and Spokesman for all the FAA Facilities in the Columbia Area. This will be in addition to his duties as Supervising Inspector of the General Safety District Office located in West Columbia at the Municipal Airport.