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South Carolina AVIATION News Letter

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NEW TERMINAL BUILDING AT MYRTLE BEACH

Shown above is the new terminal building being constructed by the J. O. Baldwin Construction Company, at the Myrtle Beach Airport, Crescent Beach, South Carolina.

The new building will provide space for Piedmont and Southern Airlines which presently serve the Crescent Beach Airport with offices located in the Inland Airlines building. Ample lobby and restroom facilities are also provided in the new building.

Also located in the terminal will be one of the new FAA terminal Flight Service Station facilities. This facility will be manned by two air traffic specialists and will operate on a 16 hour a day basis. This station will be under the administrative supervision of the Florence Flight Service Station and will provide airport advisory on a pilot request basis, pilot briefing, weather observation, flight plan handling, NOTAMS origination for the local airport, and pilot written examinations. This station will not be part of the en route system. En route service will be provided from Florence. It is anticipated that this Crescent Beach FSS will begin operation as soon as the terminal building is completed.

JOHNNY HAWKINS MOVES TO JACKSONVILLE

Johnny Hawkins called us from Jacksonville, Florida a few days ago. For the past eighteen years he has been associated with Hawthorne at Charleston and is now principal stockholder and president of Gateway Aviation, Inc., Craig Field, Jacksonville. Gateway is now in business and will provide a complete 24 hour service to general aviation. Immediate aim is to become FAA certified as soon as possible.

Some of this service, in addition to attending aircraft need, includes complete catering to aircraft occupants on one hour notice, auto rentals, immediate transportation available to the finest of motel accommodations, which are nearby and located between Craig Field and downtown Jacksonville, bus service to and from football games at the Gator Bowl--$1.50 per round trip. Short order service is available at the restaurant located at Gateway.

Johnny was President and General Manager of Hawthorne. His contribution to the advancement of general aviation in South Carolina was in great measure and we all wish him a real success at Craig Field.

When you are in Florida, pay him a visit. You'll be glad you did!

BREAKFAST CLUB NEWS

The South Carolina Breakfast Club met on Sunday, November 29th, at Summerville, S. C. The people of Summerville can be justly proud of the airport that has been developed there. The 3000 foot sod-runway will be extended soon to 4000 feet, making it available for almost all exectuvie type aircraft.

The December 13th meeting is schedule for the Isle of Palms airport where the group will be guests of the Citadel Flying Club. The Citadel Club always prepares for an excellent meeting and they are looking forward to a large crowd.

On December 27th, the Breakfast Club will meet at the Columbia Airport. If you have not been into Columbia recently, this meeting will give you an opportunity to see the new runway which will be opened in the near future and also the work that is being done on the new terminal.

INSTRUMENT PILOT EXAM-O-GRAM NO. 11

Communications Procedures for Pilots on IFR Flight Plans

Many applicants taking the Instrument Pilot Written Examination have difficulty with test items concerning IFR radio-telephone procedures, techniques, and phraseologies. The services of Air Traffic Control (ATC), as well as the ability of a pilot to make maximum use of these services, are dependent on effective communications. Several pages in the Flight Information Manual specify pilot actions and responsibilities in this area, and these pages should be studied carefully.

The following questions and answers cover many problems involving IFR radiotelephone communications and may help to increase pilot understanding in this important area.

1. What is a Center Sector Discrete Frequency and why is it necessary?

It is a "semi-private" frequency on which the pilot of an IFR flight has direct communications with the controller handling the flight.

An Air Route Traffic Control Center (ARTCC) has jurisdiction over a large geographic area, within which 100 or more IFR flights are often operating simultaneously. Direct communications cannot be maintained with these flights on any one frequency, nor can the flights be handled by one controller. Consequently, the ARTCC is divided into sectors; each sector is handled by one controller, or team of controllers, and has its own sector discrete frequency. As an IFR flight progresses from one sector to another, the pilot is requested to change to the appropriate sector discrete frequency.

2. What is a Center Area Discrete Frequency?

It is a back-up for the center sector discrete frequencies and is available to each sector in the ARTCC. It is always monitored by at least one controller, who can quickly put an IFR flight in radio contact with the appropriate sector.

3. What communications frequency, or frequencies, should the IFR pilot monitor?

Pilots who have sufficient radio equipment for direct pilot/controller communications monitor frequencies as directed by ATC. Departing pilots are instructed when, and on what frequencies, to contact Clearance Delivery, Tower, Departure Control, and appropriate Center Sectors. ATC assumes that pilots will make frequency changes as directed, will "check in" on newly assigned frequencies, and will monitor the assigned frequency at all times. In case of inability to establish communication on a newly assigned frequency, pilots are expected to follow a prescribed procedure to reestablish communication. This procedure is outlined in the Flight Information Manual.

Pilots with limited radio equipment normally monitor the voice feature of the facility being used for navigation, and this procedure usually requires that clearances and instructions be relayed through an FSS (Flight Service Station). The extra time consumed during this relay can be a severe handicap to IFR operations in high density areas.

4. How does the IFR pilot receive Sigmets, Advisories to Light Aircraft, and other specific or general weather information while enroute?

The IFR pilot who is monitoring the voice feature of a navigation aid with a "B" radio class designation (M-BVOR, H-BVORTAC, etc.) will hear all special and scheduled weather broadcasts. These broadcasts do not interfere with the pilot's monitoring ATC, because the broadcasts may be interrupted to relay an air traffic clearance.

Pilots in direct communication with the ARTCC should monitor the navigation aid voice feature at sufficient volume level to be aware of special and scheduled broadcasts, and possible interruption of the station identification. Pilots should not voluntarily interrupt their listening watch on the assigned discrete frequency. Centers may direct a pilot to contact an FSS for weather information, or may authorize a pilot's request to do so.

5. Should "type of flight plan" be included in position reports made by IFR pilots?

Not if the position report is made directly to the controlling ATC facility (center or approach control). For initial contact, state the aircraft identification and the name of the reporting point; when requested to "GO AHEAD," give the report in accordance with suggested phraseology.

If the position report is made to an FSS, it is necessary to state the type of flight plan. This will alert the FSS that the position report must be relayed to ATC.

6. Why is standard phraseology important in ATC radiotelephone contacts'

Standard phraseology helps pilots organize their transmissions, reduce the possibility of misunderstanding, and saves time on the frequency. Remember that the controller may be working with a dozen or more air craft on the same sector discrete frequency, and other pilots may be waiting to use this "party line."

7. If a pilot on a VFR flight encounters weather below VFR minimums and wishes to continue IFR, how should he make initial contact with ATC?

Pilots enroute should contact the nearest FSS for relay of communications, or for assignment to the appropriate Center Sector Discrete Frequency. The Center Area Discrete Frequency, if known, could also be used for the initial contact.

Pilots in the vicinity (for example - 20 miles) of a destination airport which is served by an Approach Control may expedite receipt of an ATC clearance by calling Approach Control on an appropriate frequency.

IFR flight plans filed in flight impose an extra load on ATC and often result in delaying the pilot; for this reason, they should be filed at least 30 minutes in advance of clearance request whenever possible. If it becomes necessary to file in flight, state that the flight is VFR (if in controlled airspace), give reliable position information, and maintain VFR conditions until clearance is received.

8. What may you do to develop good radiotelephone techniques?

1 - Study the pilot instructions and phraseology examples in the Flight Information Manual.
2 - Practice correct phraseology for position reports, speak distinctly, and identify yourself positively.
3 - Know how to make the best use of the radiotelephone equipment in your aircraft.
4 - Monitor ATC on the appropriate frequency at all times.
5 - Listen to what is being said on the frequency.
6 - Be as brief as practicable in your contacts.
7 - Always be alert to receive and copy instructions.
8 - Learn to copy clearances quickly and accurately.
9 - Don't accept a clearance unless you understand it and can comply with it.
10 - If your aircraft has limited frequency capability, advise ATC of this fact. Don't accept instructions to make contact on a frequency you don't have.

AIRCRAFT REGISTRATION FEES

Many aircraft registrations are being delayed because insufficient fees are submitted. New Federal Aviation Regulations Part 47 and 49, effective August 18, 1964, list revised fees. The local general aviation District Office at 534 Knox-Abott Drive, Cayce, S. C., has the revised Form FAA 500, Parts 1, 2 and 3, which supersede the Forms 500, Parts A, B & C, Application for Aircraft Registration. These forms are available upon request, should be used for any aircraft registration, and list the current mailing address of the FAA office in Oklahoma City, as well as the present fees.

RAY ROGERS TO RETIRE

After more than 36 years in federal service, the countdown has begun for Ray Rogers, chief aircraft control specialist for the FAA at Florence's Gilbert Field.

Ray will retire as of December 20th. Ray, a native of Jonesboro, La., went into the Navy prior to World War I, beginning his long federal service. He returned home to attend Louisiana Tech and received a degree in mechanical electrical engineering.

Leaving college during the depression he spent five years in the Coast Guard. He transferred from it to the Old Civil Aeronautics Authority and was sent to Greenwood, Miss., as a communications operator. Communications in those days wouldn't compare to that of today and Ray had to master the Morse Code.

From Greenwood, he was sent to Charlotte to open the station there. Then followed stints at New Orleans as overseas communications officer and to Atlanta as communications analyst.

FAA forces were cutback sharply in 1947 and Ray was sent to Florence as chief aircraft control specialist with four men under him. He now has a staff of 11 and it is to be practically doubled in the immediate future.

Ray was proclaimed "Aviation Man of the Year" for 1964 and was presented by Aero Flight, Inc., after a vote of pilots using Gilbert Field facilities. He's also proud of a wrist watch given him last week by his fellow FAA employees in recognition of his long and faithful service.

We wish Ray the best of luck.

SOUTH CAROLINA AERONAUTICS COMMISSION
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