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# South Carolina Aeronautics Commission Aviation Newsletter

NO. 3

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## FLIGHT INSTRUCTOR OF THE YEAR



### Lester F. Hembel

Lester F. Hembel, President of South Carolina Helicopters of Saluda, has been named 1974 Flight Instructor of the Year for the State of South Carolina.

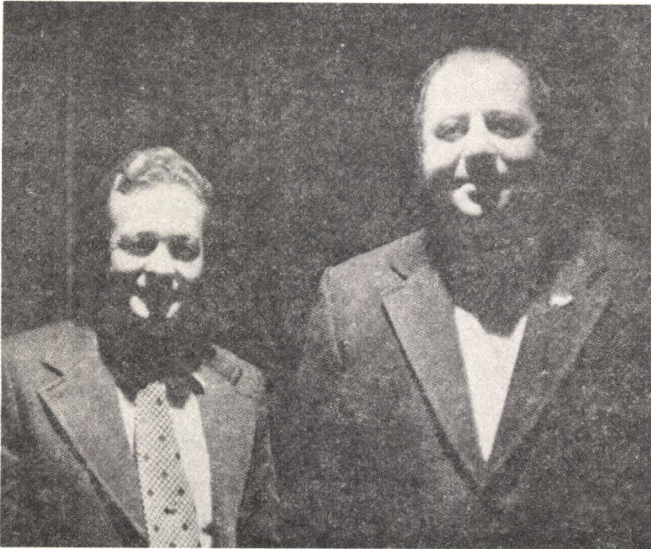
Mr. Hembel was born April 10, 1915 in West Bend, Wisconsin. He began his aviation career as a student pilot in 1931, continuing through the 1930's with his aviation training. He was a mechanic, flight instructor and ground school instructor during World War II and served for 18 years on the South Carolina Aeronautics Commission (Vice Chairman 1970-1973). In 1940, he was associated with Hawthorne Aviation at Columbia, participating in the CPT program with the University of South Carolina as Director of the Academic Training, wrote the text book and

taught two courses in aircraft and engine inspection, training personnel to maintain B-25 aircraft which were located at Columbia Air Base (now Columbia Metropolitan Airport). He received his mechanics certificate in 1940.

Mr. Hembel introduced helicopters to South Carolina in 1963 and has been engaged in sales, air taxi, pilot training, and helicopter maintenance since that time. He has been a helicopter FAA pilot examiner since 1964 and is an FAA Accident Prevention Counselor. His company holds FAA certificates for repair station, air taxi pilot school, agricultural aircraft operator. He was honored as Mechanic of the Year in 1974.



## AGRICULTURAL ASSOCIATION MEETS



Ray Tennant and Alex Taylor

The South Carolina Agricultural Aviation Association elected officers for 1975 at their annual meeting, which was held at the Quality Inn in Columbia, February 19-21.

The slate of officers and directors for the South Carolina Agricultural Aviation Association is headed for the second year by Elbert Page of Clio.

Other hold-over officers named at the Association's annual meeting in Columbia include First Vice President Woodrow M. McKay of Timmons ville and Secretary-Treasurer Ken McNeil of Cameron.

### SUMTER AIRWAYS, INC.

After thirty years as President of Sumter Airways, Inc., E.H. (Billy) Lynam has sold the Company to E.C. Carter and Walter I. Johnson of Sumter. Billy Lynam organized Sumter Airways and Sumter Aero Applicators after returning to Sumter at the end of World War II. He moved to the present location when the field was completed in 1932 and in 1940 he managed the Sumter operation for Bill Offley.

Other officers include Warren Curry of Hartsville, Second Vice President; John F. Barry of Columbia, Director; Carl Coker of Manning and Bobby Merck of Bishopville, Operator Directors; James C. Price of Dillon, Ex-officio Director. New officers elected to the board were Alex Taylor of Taylor's Flying Service, Sellers, Operator Director; and Ray Tennant of Sumter Aero Applicators of Sumter as Pilot Director.

More than one hundred agricultural pilots and technicians from South Carolina, North Carolina, Georgia, Florida and Alabama attended the Third Annual Aerial Applicators School which coincided with the Association's annual meeting. This program was planned and supervised by Dr. J.B. Kissam of Clemson University.

Guest speakers and faculty participants included James Maxwell, President of the National Agricultural Aviation Association; Dr. Douglas M. Gayden of the federal Environmental Protection Agency; John W. Hamilton, Director of the S.C. Aeronautics Commission; John F. Barry, Deputy Director of the S.C. Aeronautics Commission, John Cureton, Chief of the Federal Aviation Agency, L.M. Sparks of the Clemson University Extension Service and the following members of the Clemson University faculty: Drs. J.B. Kissam, H.B. Jackson, Dale Pollett, Sidney Hayes, L.A. Senn, Fred Smith, C.M. Nolan, R.W. Mille, B.J. Gasset, Jim Annett, Henry Yonce and Mr. Randall Griffin.

The Sumter Airport is recognized as one of the finest general aviation airports in the southeast. This is due largely to Billy's continued efforts toward providing the Community with excellent service and the fact that the Sumter Airport Commission has always realized how important a first-class airport is to Community growth.

Billy will continue to operate Sumter Aero Applicators from the Sumter Airport.



## BREAKFAST CLUB NEWS



John P. Thoms

*Mr. John P. Thoms is one of the oldest active members of the Breakfast Club. He and his Ercoupe are familiar sites at the Breakfast Club Meetings. Mr. Thoms learned to fly at the age of 54, after retiring from Civil Service. He passed his Biennial Flight Review in May of 1974 at the Sky Safe Program in Columbia.*

*The February 9 meeting was at North Myrtle Beach. Sixteen planes brought a total of 53 people in for the Breakfast which was served at Don's Pancake House. Pat Bellamy was host at this meeting.*

*The February 23 meeting which was scheduled for the new Corporate Airport at Pelion was rained out and has been re-scheduled for May 18. The Pelion Airport is located 1.1 nautical miles north of Pelion and is 4,600 feet long and is paved.*

*The Breakfast Club meets March 9 at Dillon County Airport. March 23 has not been scheduled as yet. On April 6 the group will meet at Holly Hill and on May 4th at Camden for the State Championship Accuracy Landing Contest.*

## AVIATION EDUCATION WORKSHOP

The 23rd Annual Aviation Education Workshop is scheduled for June 3 through June 21 at the School of Education, University of South Carolina.

This is a workshop in practical aviation for teachers of the South Carolina public schools. Participants will be given a general orientation in aviation and its related fields. Emphasis will be placed on ways of introducing aviation into the classroom, the use of aviation as motivation for projects, and preparation for teaching a course in aviation education.

Numerous representatives of the aviation industry have been secured as guest lecturers. Field trips and experience flights will be included in the workshop program. Persons enrolled in the workshop will visit several of the military and civilian air bases throughout South Carolina. Experience flights will be provided by the airport operators serving the area and by the military aviation units. Forty scholarships covering tuition and registration fees are available to students eligible to enroll in the workshop.

The workshop will be under the direction of Mr. John F. Barry, Deputy Director of the South Carolina Aeronautics Commission. Students who complete the work successfully will receive three semester hours of credit.

This program is made possible through the co-operation of the Civil Air Patrol, airlines serving South Carolina and fixed base operators of the State. We also get excellent co-operation from the Army, Air Force and Marine Aviation units.

## PROFICIENCY

You may have an ATR and many thousands of hours in your logbook, but if you don't fly regularly, the fellow in a Piper Cub who flies a couple of hours a week may be a safer pilot.

A recent Massachusetts Institute of Technology study revealed that pilot proficiency deteriorates quickly without regular practice, and the report notes that total flying experience is not as important a factor in safe operations as recent experience is. In fact, the MIT study says, flying is a skill that you can lose if you don't use it. After an extended period of not flying, however, a few hours in the air will bring a pilot up to his previous level of ability. The researchers advise against using those first brush-up hours for any sort of flying that would tax the pilot's lapsed skill; the report also recommends that pilots regularly practice stalls and emergency landings.



## FAA NOTES

### Looking Back

Preliminary information on general aviation accidents in South Carolina and the FAA Southern Region for calendar year 1974 reveal several problems that need our immediate attention. The fatal accident picture is still darkened by the three big killers, WEATHER, ALCOHOL, and LOW FLYING. Weather was involved in 4 fatal accidents in South Carolina and 12 in the Southern Region, accounting for 22 fatalities. In the Southern Region, 5 fatal accidents resulted from low altitude acrobatics and 8 flying into high terrain in poor weather. Fifty-four accidents under the broad category of "stalls" resulted in 31 fatalities.

The total accident column revealed that 46.9% of the accidents occurred in the approach or landing phase throughout the Southern Region. The computer analyzed 669 accidents which included 12 bouncing on landing and losing control, 36 landing gear up, 50 landing hard, 89 hitting different obstacles, 17 landing fast, 6 landing too far down the runway, 6 landing short of the runway, 86 losing directional control (2 occurred during taxi and 24 on take-off), and 12 running off the end of the runway. Some of the accidents are included in more than one of the above categories, therefore, the numbers may not necessarily add up.

Some of the other factors are: 35 ran out of gas, 6 spin-type accidents, 7 mismanaged fuel systems, 89 engine failures (for a variety of reasons), 11 high density altitude on takeoff, 7 carburetor ice, 6 buzzing, 6 under the influence of alcohol.

In South Carolina, 47 accidents were reported involving 15 pilots from other states and of the fatal accidents, 5 were out-of-state residents. Twenty-three of the pilots involved were flying for personal pleasure (almost 50%), 9 in aerial application, 8 in training or practice, 4 in business flying, and 3 in test flights. Of the 47 pilots involved, 6 were students, 19 were private pilots, 20 were commercial pilots, and 2 were airline transport pilots, with 27 having logged more than 500 hours pilot time.

Although the national accident rate per 100,000 aircraft hours flown, both total (14.0) and fatal (2.09), is the lowest recorded over the past 11 years, we continue to see the same old things are going wrong--people still do not land properly, they stall, fly into weather, and forget the landing gear. As you can see, accidents happen to pilots of all levels of experience. It is important to realize that these accidents are preventable.

Remember--Safety does not happen, it is planned.

STAY ALIVE IN '75!

### Pilots Beware March Winds

A study of general aviation accidents in South Carolina over the last five years (1970-1974) reveal some interesting information. Out of a total 243 aircraft accidents, 30 were fatal, accounting for 68 fatalities. Only 13 of the 30 pilots involved in fatal accidents were residents of South Carolina. The largest single contributing factor in total accidents was the loss of control while on the ground. More than 25% of the accidents happened in March or August.

We believe the high winds and adverse weather account for the peak in accidents occurring in March. For this reason, we suggest that pilots practice landings now to improve their proficiency as well as to prepare for the Annual Accuracy Landing Contest to be held throughout the state in April or May. Since roughly 50% of all accidents happen during the take-off or landing phase, improving one's technique and proficiency in landings is the real objective in the landing contests.

A suggested procedure for landing in gusty wind conditions, is to add one-half gust factor to final approach speed. Example:  $1.3V_{SO} + 1/2$  wind gust factor. This means that if you elect to use a final approach speed of 1.3 of the airplane's stalling speed with power off and gear and flaps down (50 MPH)  $\times 1.3 = 65$  MPH. When given winds of 20 with gusts to 30, the gust factor is 10, and  $1/2$  of 10 (5), added to 65 MPH = 70 MPH.



## FAA NOTES CONTINUED

Most emphasis is placed on avoiding the fatal accident. In South Carolina, as well as nationally, the three primary causes of fatal aircraft accidents in general aviation are (1) adverse weather, (2) alcohol, and (3) unauthorized low flying. Accidents with the above three causes are generally more serious, accounting for a much higher percentage of fatal accidents than for total accidents; whereas, landing accidents are generally less serious, but make up a higher percentage of total accidents.

Accident investigators are convinced that the common sense approach (the use of good judgment) can eliminate the majority of general aviation accidents. The pilot is the prime target since more than 80% of general aviation accidents are attributed to pilot error. The FAA Accident Prevention Program is designed to educate the more than 6,000 pilots in South Carolina of the accident causes and preventive measures.

### Aircraft Re-Registration

Federal Aviation Regulation Part 47, Section 47.44, requires the holder of each Certificate of Aircraft Registration to sign and submit an Aircraft Registration Eligibility, Identification, and Activity Report, Part 1, AC Form 8050-73, before April 1st of each year. The completed form must be submitted to the Department of Transportation FAA Aircraft Registry, AAC-259, Post Office Box 26045, Oklahoma City, Oklahoma 73126.

If aircraft owners failed to receive or have lost this form, supplies are available on request from any FAA General Aviation District Office, Air Carrier District Office or Regional Office.

### Air Carolina

*Anderson and Greenwood will again receive regularly scheduled air service after March 30.*

*Air Carolina is scheduled then to begin seven-day-a-week commuter air service linking Anderson and Greenwood with Atlanta and Charlotte.*

*Airport officials from Anderson and Greenwood and the owners of Florence Airlines, which will operate Air Carolina, announced plans for the resumption of service today.*

*Air Carolina will serve both Anderson and Greenwood with nine-seat Piper Navajo Chieftain aircraft.*

*Anderson has been without scheduled air service since early August, when Southern Airways terminated flights here. Greenwood has also been without regular service.*

*Asked how his firm could operate profitably from the two cities while Southern could not, Florence Airlines President William E. Smith said use of the smaller aircraft and more flexible scheduling will make the difference.*

*The Air Carolina schedule will include both early morning departures and late night arrivals at Anderson and Greenwood to accommodate travelers seeking to make connections to other cities.*

*"This is going to be our livelihood and we want to make the best connections we can," Smith said.*

*Air Carolina will operate four scheduled flights daily each Monday through Friday and two flights each on Saturday and Sundays. The firm will also issue tickets and check baggage for connecting flights from Atlanta and Charlotte and accept tickets written by other airlines for connections to Anderson.*

*Fares for flights from Anderson will be \$28 to Atlanta, \$30 to Charlotte and \$12 to Greenwood.*

*Smith said today that his firm is negotiating with Eastern Airlines for a joint fare agreement that would mean lower fares for travelers flying from Anderson to other cities.*

*A flight from Anderson to Chicago via both Air Carolina and Eastern, Smith said, could cost \$15 less if such an agreement is arranged.*

*Smith said Air Carolina will also be an agent for Emory Air Freight. He said Air Carolina's schedules will be included in Emory's system after June 30, but said freight service will be available before then.*

### USER CHARGES...AGAIN!

*President Ford's budget recently submitted to Congress is asking that Trust Fund monies be used to provide for the FAA Operating Budget.*

*This is contrary to the agreement made with the Aviation Industry when the Airport and Airways Development Act of 1970 was passed, in that the funds collected from user taxes are supposed to be used for airport and airways development.*

*In addition, administrative user charges are suggested again. It is proposed that a \$10 fee be charged as a "departure fee" from radar equipped airports. Also it is suggested that hourly fees be charged for the time FAA employees spend in certifying new aircraft for production.*



## BLUE RIDGE 99's RECEIVE CHARTER



The Upper Piedmont has a new aviation organization known as the Blue Ridge Chapter of the Ninety-Nines, Inc. Recently in Asheville, women pilots of both Carolinas gathered to receive their charter from the international organization. Presenting the charter to Mrs. Louise White (right) is Mrs. Jan Green, International Treasurer and Mr. James Daniels, Spartanburg Tower Controller, who also acted as Master of Ceremonies.

The North Carolina Flying Club, Western Carolina Pilot's Association, and representatives of the South Carolina Breakfast Club also attended the Charter Meeting.

An organization like the 99's with their endeavors is a plus in any community. Many people have heard of the Angel Derby and the Powder

Puff Derby but know very little of the other activities of the organization, such as mercy missions of medicine and patients, aviation safety seminars, advisory boards, both state and national, and contests to promote aviation and airport developments.

Charter members of the Blue Ridge Chapter are: Louise White, Ruby Lee Eason, Virginia Gilreath, Lee Orr, Elaine Cave and Frieda Zollinger. Other members are: Betty Caldwell, Joyce Cannon, Hilda Golie, Cremilde Blank, Pricilla Spickney, Mary E. Castelloe, Shirley Spells, Jean Colie, Nina Tweed, Pricilla Hooker, Joyce Munford, Ann Adams, Peggy Hill, Carol McKinney, Helen Yandal, Madeline Kennedy, Carolyn Pilaar, Jo Hartness, Edna Hartness, Lucille Johnson, Debra Fisher, Lucy Merritt, and Doris Ellis.