

Ae 825
3. A84
v. 26/4



S. C. STATE LIBRARY

APR 7 1976

STATE DOCUMENTS

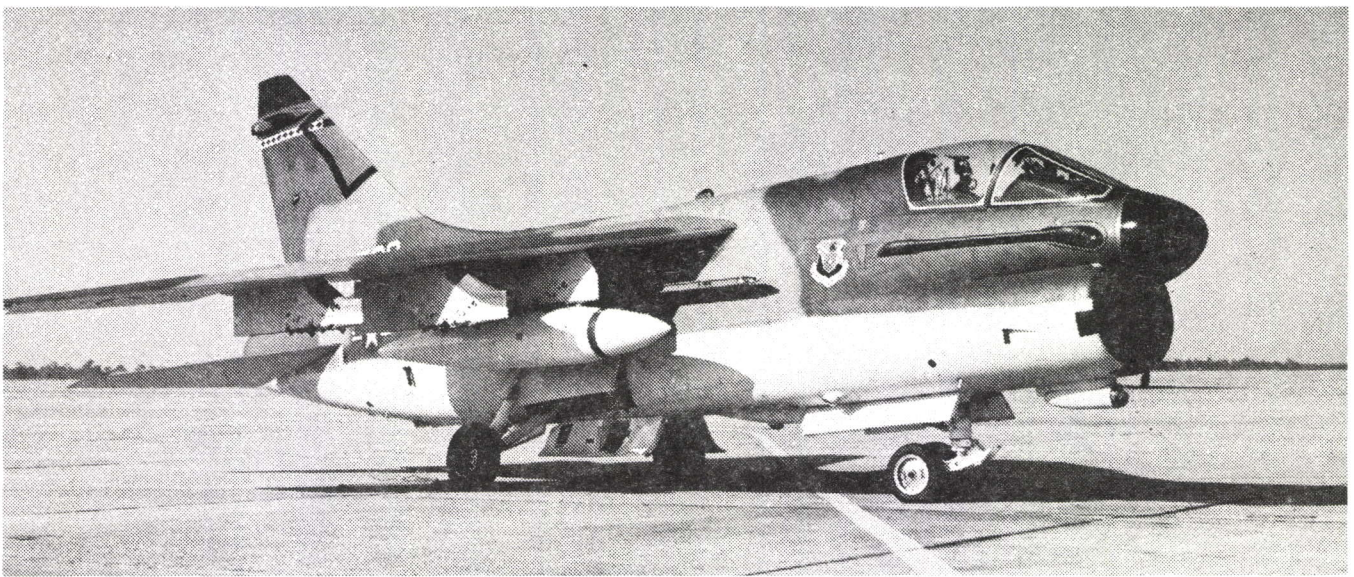
South Carolina Aeronautics Commission Aviation Newsletter

NO. 4

APRIL 1976

VOL. 26

FLY-IN SCHEDULED AT SHAW AFB



A-7

S.C. Breakfast Club members and other general aviation pilots will have an opportunity to visit Shaw Air Force Base on Sunday, April 25, 1976.

An excellent program has been planned for the day, beginning with a free breakfast starting at 0900 at the Officers Club. Other events include; a flight in the RF-4C Phantom II Flight Simulator, a program on mid-air collision avoidance, films on the F-15 and F-4, and static displays of the RF-4C, F-4E, A-7, A-10, F-15, OV-10, O-2, CH-3 and the C-141. Hangar displays of weapon systems, crash rescue, and life support systems. Lunch will be available for \$2.50 for those who wish to stay. The program will end at

4:00 p.m.

This unusual program for general aviation at a military base is planned to enable civilian to see the Air Force operation first hand and to get acquainted with their methods, and improve flight safety. We hope that everyone will take advantage of this invitation.

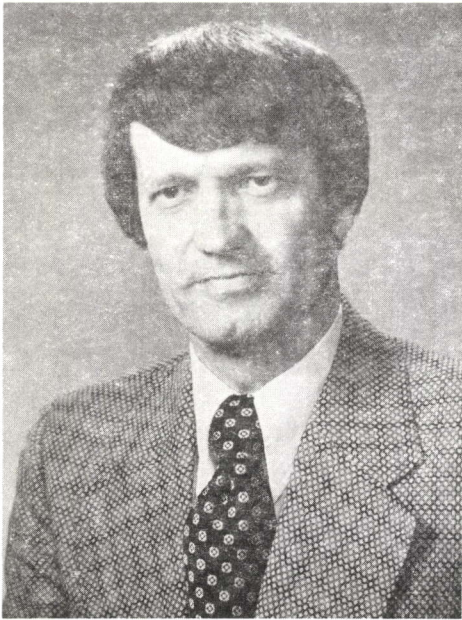
Your local FBO will have more information and the necessary Department of Defense forms. Fuel will not be available.

For more details contact Major Ken McKim, Shaw AFB, S.C. (803) 668-1110, ext. 2230 or 3574.

The Breakfast Club meeting at Holly Hill was small

cont. on 8

AVIATION SAFETY WEEK



Ron Cook

Featured speaker on the Aviation Safety Week program will be Ron Cook of the Beechcraft Corp. His presentation will be on America's Space Shuttle.

Life on Earth is changing and will continue to change because we are now in the Space Age, whether we want it or not. Will it be worthwhile? Is it already worthwhile? What does the space program offer humanity?

This is the gist of a laymen-oriented topic using the services of an inperson professional speaker in a speech and slide program. Using photographs from space as well as examples of spinoff benefits now in use on Earth, Cook proves conclusively that for less than "two cents out of the average tax dollar"--- which the entire space program has cost --- current benefits and more to come will have tremendous impact on life in the future. Surveys have shown that the American public is not apathetic towards space, but just has-n't been told the facts in a manner it can understand.

With Apollo we learned that man can live and exist in space. With Skylab we proved that man can work and live in space for long periods of time. With ASTP

we know nations can work together. Now that we know man is acclimated to space flight, we must put him to work in orbit to help those of us on Earth.

Cook holds a Bachelor of Liberal Arts Degree from Wichita State University of Wichita, Kansas. He is an active member of Toastmasters International and was recently named "Toastmaster of the Year" in Kansas and Missouri.

He joined Beech Aircraft's Management Development Department in March of 1973 and was promoted to supervisor - employee counseling and communications a year later. In the fall of 1974, Beech Aircraft committed itself to promoting a better public understanding of our country's newest space program and Cook was chosen to direct this effort.

Other speakers will be Mr. Willard L. (Pete) Pederson, FAA Accident Prevention Coordinator for the Southern Region FAA and W.R. Stanberry, Director of the Aircraft and Owners Pilots Association Air Safety Foundation.

YEARGIN AVIATION

Mr. Robert H. Yeargin, President of Yeargin Construction Company in Greenville, S.C., has announced the appointment of Vernon C. Guess as Vice-President and General Manager of Yeargin Aviation, Inc. at the downtown airport.

Vernon comes from Hickory, N.C. and many of our South Carolina pilots and operations know him from his widely known experience from Cannon Aviation. He spent the past six years with that company as President and succeeded in making the FBO one of the finest in North Carolina. Many also remember "Vern" as Chief Pilot flying his Lear around the country for Superior Continental Corporation also in Hickory.

Future plans are already in action. Eight men compose the line service staff which affords ample service from 0600 until 2300. The certified repair station is well-equipped and well manned to handle single engine aircraft up through the larger jets. The radio shop is also a full scope radio repair and sales unit and recently the completed paint shop division began full strength service.

(continued from page 2 - Yeargin Aviation)

As a rated pilot in most aircraft, Vernon plans to back up his charter staff and along with many other excellent South Carolina FBO's, he and his associates will be an asset in the field of aviation.

ORRCO EXPANDS

Bill Orr, President of Orrco has recently completed new facilities at the Spartanburg Airport. A 2500 square foot area has been added for the new Avionics Shop and a new 18,750 square foot hangar has been completed on a new ramp area. The new hangar provided additional area for corporate and local aircraft owners. John Bowman, Jerry Weaver and Danny Taylor, all FCC and FAA licensed electronics repairmen, operate the avionics shop. Orrco Avionics is equipped to maintain and install all phases of aircraft avionics including DME, RNAV, and transponders. They specialize in Piper and Cessna autopilot installation. John Bowman, formerly operated an avionics shop in Oxnard, California.

Bill Orr in addition to being President and owner specializes in aviation sales and is a dealer for Cessna and Piper aircraft. He has been involved in commercial aviation for 37 years in the Piedmont area. Mrs. Orr, who holds a commercial, multiengine pilots license, is business manager of the company and supervises the VA program. Bill invites all his friends to stop in and visit his new facilities.

EGGSPUEHLER RE-ELECTED

Jack Eggspuehler, Chairman and Professor of the Department of Aviation at Ohio State University, was re-elected President of the National Association of Flight Instructors at the annual meeting held in Columbus, Ohio on March 19th and 20th.

NAFI is an organization of and for flight instructors. It is dedicated to raising and maintaining the professional standing of flight instructors in the aviation community.

Non-profit NAFI is not new. We were founded in 1967 with five major objectives:

1. To gain recognition for flight instruction as a profes-

ession and to help the instructor understand, achieve and maintain the recognized standards of his profession;

2. To establish a central point for dissemination of knowledge, methodology and new information relative to flight instruction;

3. At the request of local, state and federal governments, to consult and cooperate with such governmental agencies for improved legislation concerning pilot training, certification and aviation regulation.

4. To work for improvement of flight education, efficiency and safety;

5. To encourage interchange of ideas with other flight instructors, through informal fellowships and formal educational opportunities provided by local organizations.

In its relatively short history, NAFI has made a number of important contributions to the flight instruction world. Including full participation in the recent revision of Part 61 of the FAR's.

And with the FAA and other aviation organizations, NAFI initiated the Flight Instructor of the Year Award. The first of its kind.

Whether you're a flight instructor or not, whether you join this society as an active or associate member, NAFI has plenty of value for you.

Perhaps the most important service NAFI offers its members is the availability of knowledgeable personnel to solve those individual problems that sometimes face certified flight instructors. Our staff is trained to know the answers, or where to find them.

Each quarter, members will receive the NAFI Newsletter. It is a professional publication packed with articles and information prepared expressly for flight instructors.

Officers and Directors for the 1976 year are:
1st Vice President, Riley K. McGraw; 2nd Vice President, George D. Holland; Secretary, Harry L. Riggs; Treasurer, Alfred H. Passell; Director, Raymond E. Lanham; Director, Richard S. Johnson; Director, Joseph F. Vorbeck; Director, John Barry; Director Evelyn Bryan Johnson.

FAA NOTES

Consider The Weather---Wouldn't it be wonderful if the sky could be clear and blue every time a pilot wanted to go flying? Unfortunately, as all pilots know it is impossible to depend on clear skies all the time. Pilots must consider the weather.

The problem with weather is that some pilots seem to have a complete disregard for the dangers of marginal weather. While there are no accurate figures on the number of pilots who push marginal weather and get away with it, the record clearly shows that weather associated accidents are usually fatal in nature. VFR pilots trying to fly in marginal VFR weather are playing a sort of "weather roulette" with their own lives.

Marginal VFR--weather that is legally VFR, but just barely so--leads many VFR pilots into trouble. It may be VFR at the takeoff point, and VFR at the destination--but what about in between?

Weather forecasting is not an exact enough science to enable a forecaster to guarantee you that en route weather will be the same as the weather at the reporting airport or weather station.

"Pilots should understand the limitations as well as the capabilities of present-day meteorology . . . Weather, as a science, is in its infancy despite spectacular progress in recent years . . . Pilots who understand both the information given and the limitations of weather observations and forecasts usually are the ones who make the most effective use of the weather service . . . The weather-wise pilot looks upon a forecast as professional advice rather than as the absolute truth . . ." (Quoted from AVIATION WEATHER, Advisory Circular 00-6.)

The only sensible thing for the VFR pilot to do is to avoid marginal VFR weather like the plague. Don't let the pressure of business, or the opinions of family and friends cause you to take off in a weather situation you don't feel completely confident about.

Increase your weather knowledge by seeking the advice and counsel of professional pilots, and by reading some of the excellent weather manuals available. Your goal should be the establishment of your own personal weather minimum--they're likely to be higher than the legal minimums. Your own personal minimums should be such that you feel confident with them, and such that you will not go when the weather is below your own minimums.

There's an old saying about marginal weather that bears repeating from time to time -- "He who hesitates will live to hesitate again some day."

Airworthiness Directives---The 1976 Summary of Airworthiness Directives (with by-weekly supplemental service) will soon be published, replacing the 1974 edition. Volume I (Small Aircraft) is \$14.00 and Volume II (Large Aircraft) is \$13.00 They will become available on or about May 1, 1976. Those persons with an immediate need for ADs can still purchase the 1974 Summary, but will not receive by-weekly service after April 1976, unless they also purchase the 1976 edition. Do not submit order to the U.S. Government Printing Office. Persons desiring to purchase either or both of these volumes should submit a request (with payment) to:

DOT - FAA

Aeronautical Center, Attention ACC-23

Post Office Box 25461

Oklahoma City, Oklahoma 73125

Itinerary For April, May, June 1976---Itinerary dates published herein are for the purpose of conducting written examinations for airman applicants. In order that we may effectively conduct business, we request those desiring to transact general aviation business to contact this General Aviation District Office for a prior appointment. Since space available to administer written examinations is, of course, not unlimited,

(FAA NOTES continued from page 4)

it will be necessary for those requesting written examinations to notify this office at least by Noon on Monday before the Wednesday Schedule.

At least two general aviation inspectors will be at Greenville Air, Greenville Downtown Airport and Building 113, Charleston AFB, S.C., between the hours of 8:30 a.m. and 2:30 p.m. on the following dates:

Old Greenville Aviation Building on the South Ramp, Greenville, S.C. on April 14, May 12 & June 9. Charleston AFB, Building 113, Charleston, S.C., on April 21, May 19, & June 16.

Applicants for ATP, Flight Instructor, Flight Engineer, Military Competence, and Mechanic examinations prior to taking the written examination, will first have their qualifications checked by a General Aviation Inspector and, if qualified, will be issued an Authorization for Written Test to be presented when taking the examination. Applicants holding this form or a Notice of Disapproval on a previous test may retake the examination without requalifying.

Your District Office will schedule, by prior arrangement, a special written test itinerary to any location where we can be assured of 15 or more applicants.

Accuracy Landing Contest---A feature of Aviation Safety Week will be the State wide accuracy landing contest, Regional contests will be held at Owens Field, Columbia; Walterboro, Anderson, Spartanburg, Florence and Aiken. The regional contests will be conducted on Saturday, May 15 at 2:00 p.m. Contestants should register in advance at the following locations: Columbia, Midlands Aviation, Walterboro, with George Welch; at Eagle in Aiken, at the Control Tower in Spartanburg and at the Flight Service Station at Anderson and Florence. The Hope Insurance Agency of Columbia will provide trophies for the six regional winners and also for the winner of the state championship.

The regional winners will compete for the champ-

ionship trophy on Saturday, May 22, at 2:00 p.m. in Camden.

We hope that many pilots will enter this years contest. Student pilots may participate and in at least one past contest, we have had a student pilot declared State Champion.

LAST POWDER PUFF DERBY

Entries will open March 15, 1976 for the final All-Women Transcontinental Air Race, affectionately referred to as the "Powder Puff Derby." The race will start on July 9, and some 150 airplanes, all piloted by women, will race for 2,916 miles from Sacramento California to Wilmington, Delaware. Designated stops for refueling or overnight are Riverside, California; Grand Canyon, Arizona; Sante Fe, New Mexico; Lubbock, Texas; Oklahoma City, Oklahoma; Little Rock, Arkansas; Nashville, Tennessee; and Parkersburg, West Virginia.

The race will be flown in daylight hours under visual flight rules. In its 28 year history the AWTAR has never had a fatality, a safety record unparalleled in air racing. For reasons of economy and energy conservation the Powder Puff Derby will be discontinued after the 1976 Bicentennial run. When the name of this year's winner is inscribed on the AWTAR perpetual trophy it will be retired for permanent display in the Smithsonian Institute.

STATE WINNERS NAMED AS MECHANICS OF YEAR

State-level winners have been picked in this year's FAA program to honor top aviation mechanics across the country.

In the Mechanic Safety Award program for general aviation, which dates back to 1963, registered mechanics are honored for outstanding design or inspection procedure improvements or consistently high-quality performance. Participation in the program sponsored jointly by FAA and the Flight Safety Foundation, is

(Mechanic of the Year continued)

growing each year, as evidenced by some 55 nominations for only three state awards in the Western Region alone.

The state Mechanics of the Year 1975 win personal citations from FAA Administrator John L. McLucas and each is offered a free resident or correspondence-type maintenance training course of his or her choice at the FAA Academy in Oklahoma City, Okla.

The state winners now go on to compete for honors in each region, in which winners gain membership, certificates and lapel pins of the coveted Aviation Mechanic Club.

Later, a national Mechanic of the Year will be chosen.

Following are the names of state winners in the Southeast: Alabama, Ernest Burnette McCune, Jr.; Georgia, Jack H. Richards; Mississippi, E.R. Barrett, Jr.; South Carolina, Gary Ward; Arkansas, Charles W. Raney; Louisiana, James B. Shannon, Sr.; Missouri, William Armand Enk; Florida, Kenneth G. Mosley; Kentucky, William G. McAdams; North Carolina, V.L. Widener; Tennessee, Edward Wheeler.

THE SHRINERS AIR CIRCUS

On May 7, 8, & 9, a new annual Airshow for S.C. will have it's debut. This Airshow and Fly-In has the potential of being one of the big air events in the southeast. The North Myrtle Beach Airport is ideal for such an event. Add to that fine nearby motels, restaurants, clubs and remember the ocean is within walking distance. Our brochures are not off the press yet so until we get them, let me tell you what has been scheduled.

Friday, May 7, Arrival Day. Get checked into the new Howard Johnson's 300 unit ocean front hotel just 5 miles away. We have special rates arranged for people flying in for the event. \$10 per day singles, \$18 per day doubles, and to make your reservation, please call 449-6461. You may want to play golf on one of

our 23 championship courses or swim, play tennis, fish, or check out some of our clubs.

Saturday, May 8, The gates open at 10:00 a.m. to a day full of aviation fun. Many static displays, fly-bys, meeting old friends, etc. Check out all the new home-builts and classics on the exhibit flight line. And at 11:00 a.m. enjoy the famous Shriners fish-fry in the big hangar. The field will close at 2:15 and the show will begin at 2:30. We have an exciting array of talent - Charlie Hilliard, Gene Soucy and Tom poberezny - the Red Devils in their Pitts team aerobatics will keep you on your toes. Each one of these guys flies a mean solo, too. Bob Russell, in his Super Chipmunk, will make the hair on the back of your neck stand up. Joe Hughes, in his Super Stearman (650 HP) with Steve Trevor climbing all over the thing will present a new dimension in "scared-ness". The Golden Knights jump team do aerobatics without an airplane under them, and all this being announced by that famous airshow announcer Bill Bordeleau. A great bunch of guys and you can meet them all at the Saturday Night wing-ding at Howard Johnson's. Cocktails at 6:30 (until 8:00). Buffet till 9:30. A good program and awards for the best flying machines, etc.

Sunday, May 9. 9:00 a.m., or probably earlier, we'll see the first of that hungry bunch, the Breakfast Clubbers from North Carolina and South Carolina. If you are not already a member, all you have to do is eat -- breakfast, that is. The Shriners are famous at cooking eggs. This will also be in the big hangar.

The Air Show starts at 2:30 p.m. Same show, but remember, now they have had a days practice. The two hour airshow each day is worth coming to see by-itself. We all have a stake in making good things happen in aviation and we air show nuts in Myrtle Beach hope that you will help make something good happen at the Shriners Air Circus. Look forward to seeing you all.

(Shriners Air Circus, Duncan McLeod, Chrm.)