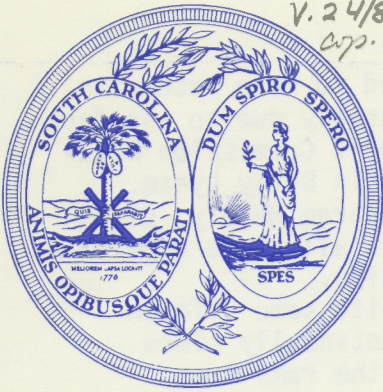


Ac 825
3. A84
V. 24/8
072.2



SOUTH CAROLINA AVIATION NEWSLETTER

PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

No. 8

AUGUST 1973

RECEIVED
Vol. 24
AUG 9 1973

MAY 23 1973 SUMTER MUNICIPAL AIRPORT

Legislative Council



SUMTER AIRPORT

Shown in the picture above is the terminal building of the Sumter Municipal Airport which is recognized as one of the finest General Aviation Airports in the South. The Sumter Airport serves as a good example

of how an airport should be operated and maintained to keep pace with the progress in the field of aviation. This is largely due to the fact that Sumter has a knowledgeable and aggressive Airport Commission headed by Chairman Al Moise and a very capable manager in Billy Lynam. Other members of the Commission are Scott Rumph, George Mosely, Clyde McManus and R.T. Brown, Jr. It is significant that all these gentlemen are pilots and are vitally interested in Aviation.

The Sumter Airport was built on its present site some fifteen years ago and it has been expanded and improved continually since that time. The runway has been lengthened twice, the ramp area increased several times and a new hangar has been constructed to take care of the increased activity.

Many communities feel that once they have an airport, the job is completed. This is not true at Sumter. The Airport Commission is continually planning ahead and projects in the plan now include new paved taxiways, additional ramp area, approach lights and a non-directional beacon.

The people of Sumter can be justly proud of their facility.

HELICOPTER BASE

Ronson Helicopters, Inc., has opened a helicopter maintenance base at Chester, South Carolina to serve the Piedmont area. The new base, like Ronson's Trenton, New Jersey facility, is an approved service station for Hughes 500 and Bell 206 helicopters; offering full engine and airframe maintenance for piston and turbine powered helicopters. Jimmy Marshall, former Shop Foreman for Ronson's Trenton base, heads maintenance services in Chester.

The Chester Airport is a temporary base for Ronson, to be used until a new hangar can be constructed in the Charlotte, North Carolina area.

Ronson Helicopters is a factory authorized Bell & Hughes helicopter service organization providing both fly-in and contract maintenance to corporate operators. Ronson's 10-ship fleet of helicopters provides charter, air taxi, motion picture and TV filming, flight instruction, patrol and lift services. Ronson Helicopters is a subsidiary of Ronson Corporation.

Bermuda High Soaring is also a fixed base operator at Chester and is operated by Joe H. Giltner. Bermuda High has hosted two important meets this past year, the national soaring championships in June and the regional soaring championships in April.

SAFETY PINS

Pilots in South Carolina will now get a sharp bonus for taking voluntary proficiency flight checks.

The bonus is a safety pin, featuring an embossed replica of the Spirit of St. Louis airplane and the FAA designation. The designer, Barbara Hayes, has called the pin the "Spirit of Safety." She conceived it as an award for pilots who demonstrate concern for and a willingness to participate in aviation safety programs.

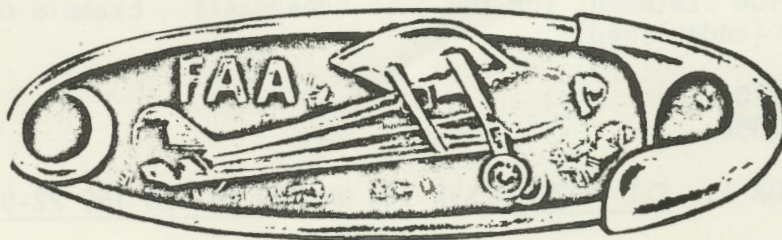
The story of the safety pin began in 1971, when Mrs. Hayes' husband, Will, airplane, glider and balloon pilot, attended an aviation safety clinic conducted by Bob Wilkes, APS at the Van Nuys GADO. Mr. Wilkes invited the 150 pilots attending the clinic to schedule proficiency flight checks with him, and Mr. Hayes accepted.

Later, at another pilot safety seminar, Mr. Wilkes announced the appointment of Mr. Hayes as Accident Prevention Counselor, and presented him with a certificate. Mrs. Hayes said she felt her husband deserved more than a certificate. She promptly pinned an ordinary safety pin on his lapel and pronounced him a safe pilot.

Cost of the safety pin award is being underwritten by the S.C. Aeronautics Commission.

The adoption of the "Spirit of Safety" pin in South Carolina was announced by John Hamilton, Director of the South Carolina Aeronautics Commission. The pin is now awarded to all certified pilots in South Carolina who take a voluntary proficiency flight check.

Proficiency flight checks are administered by Accident Prevention Specialists or Accident Prevention Counselors. The checks are designed specifically to help pilots pinpoint weaknesses in flight techniques and skills before these weaknesses lead to an accident. The check is voluntary, and the pilot is in no danger of losing his license. Pilots who are interested in a proficiency flight should contact the Accident Prevention Counselor in their area or call Frank Kelley at the Columbia GADO, 803-794-9042.



"SPIRIT OF SAFETY PIN"

THIS PIN IS AWARDED TO PILOTS WHO TAKE VOLUNTARY PROFICIENCY
FLIGHT CHECKS IN SOUTH CAROLINA

NEW WEATHER SERVICE

The FAA and National Weather Service will begin a nationwide test of new Transcribed Weather Broadcasts (TWEBs) and In-Flight Advisories (AIRMETs and SIGMETs) on July 20, 1973. This is the first of several aviation forecast test innovations which will be initiated this year. The test will be carried out in the contiguous United States for a year. After that time the results will be evaluated and discussed with all interested parties before final implementation.

DetailsTranscribed Weather Broadcasts (TWEBs & PATWAS)

The major changes in this program are: (1) New numbered TWEB routes for the entire contiguous United States, which will be available on Service A teletype request/reply(R/R) for the use of pilots and pilot weather briefers of the National Weather Service and the FAA's Flight Service Stations, as well as providing the route portion of the TWEB broadcasts and PATWAS recordings; and (2) a series of cross-country routes (made up from the individual TWEB routes) which will also be available to pilots and briefers on R/R. Attachment 1 shows the TWEB route configuration for the United States. Attachment 2 shows the cross-country TWEB routes. The current TWEB broadcast network is shown on Attachment 3, and the current PATWAS (transcribed telephone aviation forecasts) are shown on Attachment 4. The number of TWEB and PATWAS locations has expanded in the past several years and more expansion of these aviation services is anticipated.

In-Flight Advisory (AIRMET/SIGMET) Changes

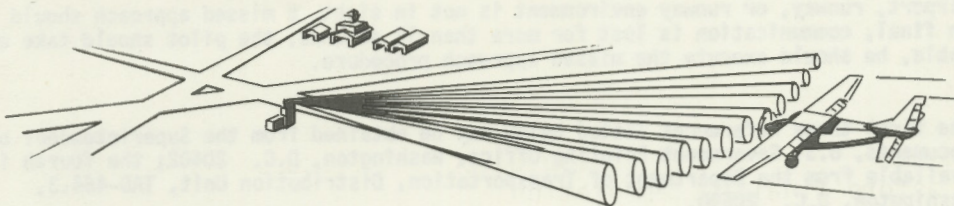
The new AIRMETs and/or SIGMETs will have a flight precaution (FLT PRCTN) statement in the first sentence (which includes location, type and timing of weather hazards). These will help the pilots as well as providing a flight precaution statement for the TWEB broadcasts. Example of a SIGMET with FLT PRCTN (underlined):

BOS WS 022210
202210-210200Z

SIGMET ALPHA 1. FLT PRCTN. SVR ICG NH WRN MA BLO 160 22-02Z.

OVRNG CONDS RESULTING IN SVR ICGICIP SFC-160. CONDS CONTG BYD 02Z.

AIRPORT SURVEILLANCE RADAR (ASR) APPROACHES



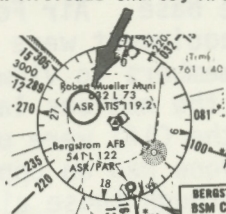
A number of airports have facilities for the performance of Airport Surveillance Radar (ASR) approaches. Responses to questions in Instrument Pilot Written Tests concerning these approaches, indicate misconceptions on the part of many applicants. A clarification of some of the points in this area will be attempted in the following questions and answers.

WHAT PUBLICATIONS LIST AIRPORTS HAVING FACILITIES FOR ASR APPROACHES? The most important source of information is the first part of each Regional Instrument Approach Chart Booklet, in the pages titled CIVIL RADAR INSTRUMENT APPROACH MINIMUMS.

CIVIL RADAR INSTRUMENT APPROACH MINIMUMS

CITY, STATE AIRPORT ELEV PROC DATE	CON- DITION RUNWAY	LANDING MINIMA DATA BY AIRCRAFT CATEGORY											
		A			B			C			D		
AUSTIN, TEX. Robert Mueller Muni Airport 632 28 AUG. 1969	ASR	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
	S dn 30L	900	RVR24	289	900	RVR24	289	900	RVR24	289	900	RVR50	289
	S dn 12R	1060	3/4	428	1060	3/4	428	1060	3/4	428	1060	1	428
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
	C dn	1100	1	468	1100	1	468	1100	1/2	468	1220	2	588

Airports having Airport Surveillance Radar (ASR) are also indicated on the National Ocean Survey Enroute Low Altitude Charts, Area Charts, and Instrument Approach Procedure Charts.



AUSTIN, TEXAS
 ROBERT MUELLER MUNI

AUSTIN APPROACH CONTROL
 181°-340° 118.8 362.3
 001°-180° 124.9 306.2
 AUSTIN TOWER
 121.0 257.8
 GND CON
 121.9 349.8
 ASR
 ATIS 121.2

WHAT MINIMUM AIRBORNE RADIO EQUIPMENT IS REQUIRED FOR AN ASR APPROACH? Under normal conditions, the minimum is considered to be a functioning communications radio transmitter and receiver. However, since a radar approach is predicated entirely upon voice instructions from a ground radar controller, in an emergency, only an airborne receiver is required. Means of alerting civil and military radar facilities of an emergency are described in Part I of the Airman's Information Manual, i.e., triangular patterns. Upon observation of one of these patterns by a radar facility, all possible assistance will be given. If appropriate, a radar approach may be given.

WHAT IS AN ASR APPROACH? An ASR approach is conducted by surveillance radar and provides navigational guidance in azimuth only. This type approach may be made to an airport or a specific runway having an approved surveillance approach. Course guidance, and after passing the final approach fix, distance information are issued each mile from the runway/airport down to the last mile. If requested by the pilot, recommended altitudes may be issued each mile from the runway/airport down to the last mile, where the altitude is at or above the minimum descent altitude (MDA). The recommended altitudes on final decrease 300 feet each mile (approximately three

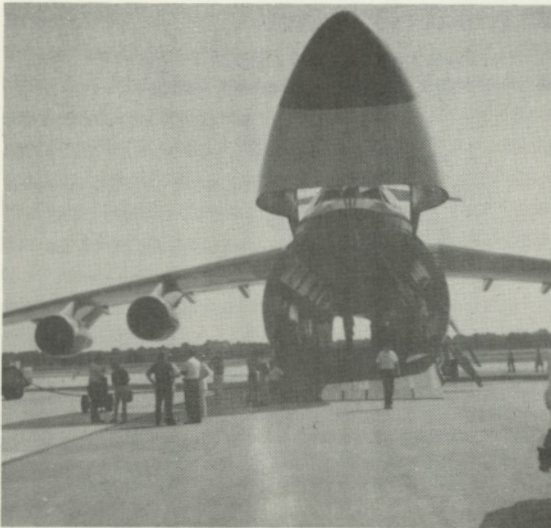
* Exam-O-Grams are non-directive in nature and are issued solely as an information service to individuals interested in Airman Written Examinations.

degree descent slope). The pilot should adjust his rate of descent to achieve a rate consistent with recommended altitudes. If the MDA is reached before the missed approach point (MAP), the pilot should maintain this altitude to the MAP. The controller will advise the pilot when he reaches the MAP or one mile from the runway/airport whichever is greater, and if at this point the airport, runway, or runway environment is not in sight, a missed approach should be commenced. If, on final, communication is lost for more than 15 seconds, the pilot should take over visually; if unable, he should execute the missed approach procedure.

The first three references listed below may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402; the fourth is available from the Department of Transportation, Distribution Unit, TAD-484.3, Washington, D.C. 20590.

1. Airman's Information Manual, Parts I and III
2. Instrument Flying Handbook, AC 61-27B
3. USAF Instrument Flying Manual, 51-37
4. Civil Use of U.S. Government Instrument Procedure Charts, AC 90-1A

BREAKFAST CLUB NEWS



BREAKFAST CLUBBERS TOURING C5A

The program was well planned, and Lt. Col. John Allen, Jr. is to be commended for his efforts. The following Breakfast Clubs dates are scheduled: August 5, Pickens, August 19, Newberry, September 2, Davis, Sept. 16 Bennettsville, Sept. 30, Wings and Wheels (Overnight).

On July 22, 1973, the South Carolina Breakfast Club has a large meeting at the Charleston Air Force Base. Air Force aircraft and equipment were available for the members to view. Lockheed C5A, the nations largest aircraft and the C141 were on display and everyone had an opportunity to go through these aircraft. Three hundred people were served breakfast, and between 90 and 100 planes flew in. The Charleston Tower provided excellent service to the members.

This has been our largest meeting to date, and we hope this trend will continue.

General Moeller was well pleased with the turnout and has tentatively invited us back in a year or two.

OLD SOUTH AIR SERVICE



CURETON, HAMILTON & SLEIGHER

Robert L. Sleigher, president and general manager of Old South Air Service Inc. in Columbia, S.C. recently received an Air Taxi certificate to operate large aircraft in passenger and cargo flights within the 48 states. In the picture on the left, John Cureton, Chief Columbia GAOD 9, presents the certificate to Mr. Sleigher as John Hamilton, Director of the South Carolina Aeronautics Commission looks on.

Old South Air Service Inc., holds one of the two certificates awarded in South Carolina. Stevens Aviation in Greenville also is licensed to operate large aircraft in air-taxi service.

According to Mr. Sleigher

Old South has contracts for transporting area basketball teams and football fans this Fall and they also offer complete charter service to Disney World and various Convention sites throughout the United States. There is also much demand for cargo service with large aircraft.

Old South is currently operating an 18 passenger Douglas DC3 and plans to expand to another large aircraft soon. They will begin a commuter service in early 1974. Gene A. Widoff is Chief pilot and director of operations.

SOUTH CAROLINA HELICOPTERS, INC.

Airwork Service Division of Purex has just recently appointed South Carolina Helicopters, Inc., of Saluda as an Allison 250 Service Center.

They are now authorized to provide complete service on the Allison 250 turbine engine. This engine is used extensively in Helicopters and also many turbo prop fixed wing aircraft.

South Carolina Helicopters, Inc., is owned and operated by L.F. Hembel. We congratulate Les on this appointment and wish him continued success.

BULK RATE
U. S. POSTAGE
PAID
W. Columbia, S. C.
PERMIT NO. 75

Mr. Henry Lake, Director
Legislative Council
State House - Box 11417
Columbia, S.C. 29211

8

USER CHARGES

New Federal Aviation Administrator Alexander P. Butterfield has held up action on proposed administrative user charges pending a total review of their potential impact on the aviation industry. Butterfield told BA last week that he wants to take a good look at the proposal--designed to net FAA some \$50 million in fiscal 1974 through charges for various licenses, certificates and other services.

"I want to satisfy myself that everyone--the secretary of transportation, people at OMB and all--understand fully the impact. And I'm not sure that the people who are involved in the decision making, fully or totally understood the impact when this budget commitment was made. I still think there are some alternatives to these exorbitant rates."

Butterfield said he has a responsibility to the aviation community and that part of the FAA charter is to promote aviation. "I don't think we promote much aviation by blithely signing something just because someone says to sign it and forward it. This (proposal) is so totally unreasonable and would have such an adverse impact on all of aviation, and would be counter to one of our very important missions at FAA, that it just does not make good sense to move ahead without at least pausing to try to get some of the people who are in positions of authority to reconsider the impact.

Butterfield said the amount of money actually spent by the agency annually to provide these services to the aviation community is about \$30 million--not \$50 million.

He estimated a final proposal could be out in about 60 days.

-Business Aviation-