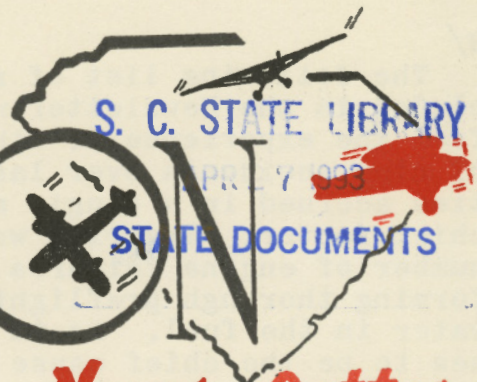


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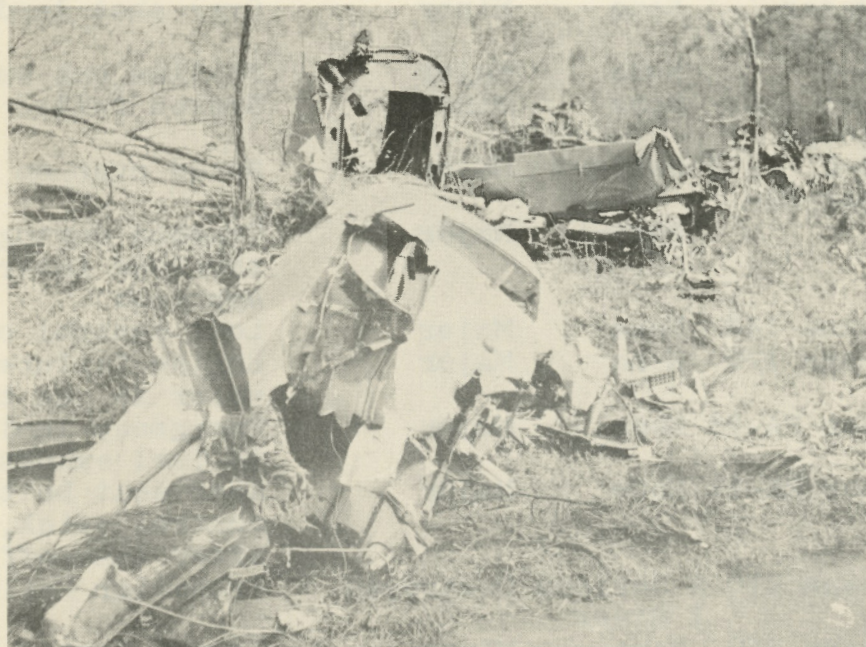
News Letter

PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

VOL. 13

DECEMBER, 1962

No. 12



THIS WAS A NORTH AMERICAN B-25

This is the plane that crashed near Lone Star, November 21st. The pilot, with a total of fifteen hours of multi-engine time, was forced to leave the airplane by parachute. He was unable to re-start an engine while practicing single engine procedures at 1500 feet.

The following list of reported aircraft accidents is included in the Newsletter with the hope that some may benefit from the experience of others. This represents an increase of nine accidents over last year's report. However, fatalities accrued in a single accident in which weather was the chief factor. Injuries were also lower in 1962. The unusual number of engine failures suggests that pilots are not performing thorough preflights. Several of these were caused by water in the fuel. As in previous years, pilot error continues to be the chief cause of accidents.

REPORTED AIRCRAFT ACCIDENTS FROM 1 DEC. 1961 to 1 DEC. 1962

<u>Date</u>	<u>TYPEA/C</u>	<u>INJURIES</u>	<u>DAMAGE</u>	<u>NATURE OF ACCIDENT</u>
2-2-62	Beech T-34	None	Minor	Landed Gear Up
2-2-62	Stinson Voyager	None	Minor	Over shot landing
2-6-62	Ercoupe 415-C	None	Major	Stalled out on landing
2-13	Piper J-3	None	Minor	Brakes failed on run-up
2-15	Ercoupe 415-G	1	Serious	Major Nosed over on landing
2-18	Piper PA- 24	None	Major	Crashed during unau- thorized instrument approach
2-26	Cessna 140	None	Major	Lost control on landing
3-16	Cessna 170	None	Major	Engine failure due to water in gas tanks
4-1	Piper PA-28	None	Major	Emergency landing due to fuel exhaustion
4-15	Piper PA-12	None	Major	Rear seat belt lashed to control stick, crashed after take-off
4-20	Cessna 210	2 Serious 1 Minor	Destroyed	Propeller Failure
5-5	Cessna 180	None	Minor	Ground looped while taxing.
5-19	Cessna 170	None	Major	Tail wheel came off during landing
5-27	Luscombe 8A	None	Minor	Ground looped on landing roll
5-30	Cessna 175	5 Fatal	Destroyed	In-flight structural failure, probably due to turbulence

<u>DATE</u>	<u>TYPE A/C</u>	<u>INJURIES</u>	<u>DAMAGE</u>	<u>NATURE OF ACCIDENT</u>
6-10	Piper PA-18	None	Major	Engine failure on take-off
6-13	Piper Colt	None	Major	Taxiing
6-24	Cessna 172	Minor	Major	Stalled on go around
6-25	Piper PA-18	Minor	Destroyed	Hit Power line while spraying
6-30	Piper PA-22	None	Minor	Nosed over while taxiing
7-2	Call-Air A-6	None	Major	Engine failure on take off
7-2	Cessna 210	None	Minor	Landed gear up
7-6	Ercoupe 415-C	None	Major	Engine failure in flight
7-6	Cessna 172	None	Major	Engine failure in flight
7-30	Bucker-Jungmeister	None	Major	Nosed over on landing on water soaked Grass strip
8-1	Call-Air-A-5	None	Minor	Hit power line in Flt.
8-13	North American B-25	None	Destroyed	Caught fire on ground
8-14	Piper PA-25	None	Minor	Stalled out on landing
8-14	Luscombe 8A	None	Minor	Ground looped on take-off
9-19	Piper PA-22	None	Major	Misjudged altitude, landed short of runway
9-19	Cessna 140	None	Minor	Nosed over on landing
9-26	Curtis Wright C-46	None	Minor	Taxiing
9-28	Aeronca Chief	None	Major	Lost control landing
10-17	Piper J-3	None	Minor	Stalled out on T.O.
10-27	Cessna 170	None	Minor	Ground loop
11-21	North American B-25	None	Destroyed	Unable to restart engine

The flying public was saddened by the untimely death of J. W. "Jake" Hendrix of Bamberg. Jake had been in the Bamberg area since 1947 and had operated the Bamberg Airport since 1954. He was well known, both as an operator and aerial applicator.

"MULTICOM" FREQUENCY TO RELIEVE "UNICOM CONGESTION"

The Federal Communication Commission has recently approved the frequency of 122.9 M.C. to be used for purposes other than those intended for use on the well known Unicom frequency 122.8 M.C. Due to the misuse of the common 122.8 frequency, which has almost rendered this channel useless in many cases and especially at high altitudes, it was recognized that a special frequency was needed to meet the needs for purposes such as agriculture, ranching, conservation, fire fighting, aerial advertising, parachute jumping, and plane to plane communications. This station will be limited to an output of 10 watts. 122.9 was appropriately chosen because it has been allocated for use in plane-to-plane communications by private aircraft stations most of which already have this frequency capability. In addition, this frequency presently is not used to capacity. The ground station will be required to make application similar to the requirements for a UNICOM station and show need for such service. (THIS FREQUENCY SHALL NOT BE USED FOR AIR TRAFFIC CONTROL PURPOSES.)

Multicom can be, if used properly, a very helpful addition to the VHF radio capabilities of air-to-ground, ground-to-air, and plane-to-plane communications. Please do your part in helping to keep it that way.

FAA MODIFIES SPECIAL REGULATION TO PERMIT
NORMAL FLYING OVER LAND MASS OF FLORIDA

The Federal Aviation Agency today modified the provisions of Special Regulation 454, effective immediately to permit normal flying over the land mass of Florida north of latitude 25 degrees 10 minutes North.

The action to partially suspend SR-454 and to permit "flying under normal conditions North of latitude 25 degrees 10 minutes North was taken after consultation with the Department of Defense in the public interest. The FAA made it clear, however, that the full requirements of SR-454 may be reinstated at any time the situation requires.

The relaxation of the Regulation will permit normal civil operations over the land mass of Florida. The requirements of SR-454 over the Florida Keys and adjacent waters remain in effect.

INLAND AIRLINES, INC.

Dick Temple

For the first year and a half, Inland operated from the Myrtle Beach Air Force Base and in early 1959 they moved to a building on the Conway highway and operated from a heliport at that location. As the helicopter company continued to expand it became necessary to add fixed wing aircraft to cover the 12 states in which they currently do business.

Early this spring, Inland leased land at the Myrtle Beach Airport at Crescent Beach and began construction of a hangar and offices. Inland moved into their new quarters this summer. The new building also contains a lobby and space for Piedmont and Southern Airlines.

Inland Air Lines now owns and operates four Bell helicopters and a Bonanza. They have a fleet of eight ground vehicles including tankers and a shop van which carries equipment that allows them to pull 100 hour inspection in the field. The helicopters, the flexible form of air transportation, are used in patrolling of power lines for various companies, herbicide and insecticide application, survey and publicity. A big item this time of year is flying Santa around on his many visits. During 1962 Inland Air Lines helicopters have flown over 2500 hours. The uses of these rotary aircraft are only limited by the imagination.

Inland Air Lines also operates a FAA approved repair station for Bell helicopters and light aircraft.

Next time you are in the Crescent Beach area, stop in to visit this first class operation.

Inland Airlines, Inc., was organized in 1957, by Dick Temple while he was stationed in Japan with the U. S. Marine Corps. The company began business on March 1, 1958, when Dick and Bill Twombly picked up their first two helicopters at the Bell plant in Fort Worth, Texas. Dick Mutschler who is now chief of maintenance for Inland, was the third original pilot.

COLUMBIA AIRPORT

The Richland-Lexington Airport Commission will open bids in December for site preparation, grading and storm drainage work for the new Greater Columbia Airport. The planned new instrument runway will be 7500 feet in length and will be located parallel to and approximately 1000 feet south of the existing east-west runway. The new runway is expected to be operational in early 1964. When construction begins in February, runways 10-28 and 16-34 will be closed. The Commission is still considering plans for a new terminal building.

NEW TOWER CHIEF

Mr. George W. Aaron has assumed his duties as the new chief of the combined station and tower at the Columbia Airport. George, who is a native of Atlanta, comes to Columbia from the Raleigh-Durham Airport where he was a Tower Supervisor. He served in the Navy during World War II and holds a commercial pilot license. This is George's second tour in Columbia. He was here in 1946 when the first tower was put into operation at the Columbia Airport.

CLEMSON

Although most of the work on the Clemson Airport has been completed, pilots are reminded that this airport is closed and will not be opened until next spring. The sod is very soft and many grade stakes are still in place.

1963 REGISTRATION

Applications for 1963 Aircraft registration are being mailed to owners this month. The form has been changed in several places and must be answered completely. State law requires that all aircraft be registered by March 1st. or the owner will be subject to a penalty. Applications will also be available from your local operator.

PILOT SAFETY CLINIC

An excellent crowd was on hand at the Sumter Municipal Airport on Tuesday night, November 13th for the first Pilot Safety Clinic of the season. The three hour session included discussions on weather, regulations, and maintenance. The Sanderson Film on Radio Navigation was presented as a review along with two excellent short films on weather and instrument flying. Appearing on the program were John Purvis of the Columbia Weather Bureau, O'Dell Garrison of the Columbia General District Safety office and Dan Fraley, Karl Lindemann, and Jack Barry of the Aeronautics Commission. Billy Lynam was host to the group and provided the refreshments.

The second Clinic was held at the Greenwood Airport, Thursday night, November 29th. The attendance was excellent at Greenwood, thanks to the fine work of Dr. W. A. Klauber, of the Greenwood Chamber of Commerce Aviation Committee, and Waymon Lanford.

This program will be available throughout the winter months. Interested groups should write Karl Lindemann, Director of Aviation Education, S. C. Aeronautics Commission, Box 1176, Columbia, S. C.

FAA WRITTEN EXAMINATION

It is the intent of the Federal Aviation Agency to provide the best service possible within the range of their capabilities. One improvement to their service is that private pilot applicants may now take written examinations at Flight Service Stations, thus providing locations that may be nearer your home.

FAA Flight Service Stations at Myrtle Beach AFB, Myrtle Beach, and Charleston, S. C. have already been furnished the Private Pilot Written Examinations and are all set to administer and monitor the examinations. The Flight Service Station at Florence, S. C., will be furnished the examination in the very near future.

The Columbia FAA office moved to 534 Knox Abbott Drive, Cayce, S. C., on November 19, 1962. It is estimated that 80% of those coming to the office on business, come by car therefore it is not felt that the move will greatly inconvenience their patrons. Inspectors of the office will continue regular itinerary and routine visits to airports. All flight test appointments will be made to meet the applicant at the airport.

SOUTH CAROLINA AERONAUTICS COMMISSION

P. O. BOX 1176

COLUMBIA, SOUTH CAROLINA

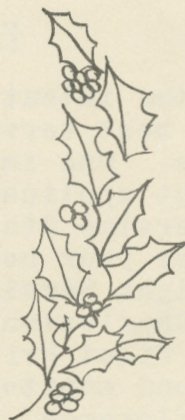
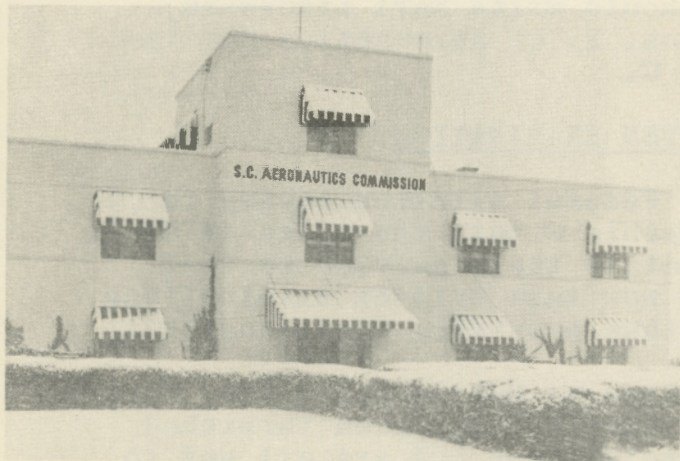
SEC. 34.66 P. L. & R.

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Merry Christmas

AND
HAPPY NEW YEAR