

Aviation Newsletter

VOLUME 29

MARCH, 1979

NUMBER 3



Runway End Identifier Lights (REILS) have been installed at Aiken airport. The strobe lights were funded by a grant from the S.C. Aeronautics Commission. (Aeronautics Commission photo)

S. C. Aviation Safety Week Activities Planned

Aviation safety week, proclaimed annually by the Governor, gives us in the aviation community an opportunity to recognize the fine work done in aviation safety by the many safety conscious pilots, mechanics, and aviation officials and also gives us an opportunity to again focus our attentions on flying safety through seminars and other activities.

Once again this year, accuracy landing contests will be held at Owens Field, Walterboro, Spartanburg, Sumter and Aiken, April 7. Winners of those regional contests will meet in Camden April 14 for the state championship contest. (See story, page 3).

On Thursday, April 12, a safety meeting and listening session will be held at Trident TEC in Charleston. The safety meeting will begin at 7 p.m. and will feature a film on engine starting, followed by two of the popular GAMA tape slide presentations: "Pilot Prerogatives" and "Don't flirt-skirt 'em."

At 8:15 p.m. Phillip M. Swatek, Director of the FAA Southern Region, will conduct the listening session.

"He's there to hear any comments or complaints or anything that anyone with aviation interests would want to bring up," FAA Accident Prevention Specialist Frank Kelley said.

"The chief of the General Aviation District Office (GADO) in South Carolina will be present as well as the chief's of the air traffic facilities in the state to answer questions on air traffic and airway facilities and other FAA functions in the state," Kelley said.

Friday, April 20, the annual awards
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Commission Unanimously Opposes Proposed FAA Airspace Changes

The S.C. Aeronautics Commission unanimously went on record last month opposing a recent FAA notice of proposed rulemaking (NPRM) to increase positive control airspace in the U.S.

The FAA's NPRM would establish 80 new Terminal Radar Service Areas (TRSA's) and 44 new Terminal Control Areas (TCA's). Another NPRM due out this month would require encoding altimeters and transponders in all TRSA's.

The FAA said the sweeping airspace changes are designed to minimize the chances for collisions between air carriers and general aviation aircraft such as the one in San Diego last year. But the

Commission feels as other general aviation groups that the proposed changes would have little, if any, effect on air safety while they would certainly throttle the growth of General Aviation.

Commission chairman Joseph Wilder said he thought the commission should appear at the public hearing to voice opposition in person. Commission vice-chairman Ralph Schmidt agreed saying the FAA plan would "kill general aviation."

Since the plan was announced early this year, the FAA has received more than 20,000 letters from individuals and
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SOUTH CAROLINA AERONAUTICS COMMISSION

Created in 1935 to foster air commerce within the state; to have supervision over aeronautical activities and facilities in the state; to promulgate and enforce rules and regulations regarding the licensing of airplanes and pilots and to cooperate in the establishment and operation of airports.

Richard W. Riley
Governor

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Aerospace Contest Planned For May 12 At Charlotte Airport

The Eastern United States Aerospace Contest will be held May 12 at the North Carolina Air National Guard Facilities at Douglas Municipal Airport in Charlotte.

The Contest is open to students from the eastern half of the United States 14 to 18 years old in grades nine through twelve. The contest is held each year to promote aviation education and allow aviation students opportunities to demonstrate skills, knowledge and performance in aviation related fields.

Contestants may enter from CAP units, JAFROTC, Aviation Science, Occupational Aerospace and other High School aviation classes. Deadline for registration is March 30, 1979. Prizes to be awarded include aviation scholarships, flight instruction, trophies, certificates and mementoes.

Emergency AD Requires ELT Battery Removal

The FAA has issued an emergency Airworthiness Directive (AD) which requires removal of Lithium Sulfur Dioxide batteries and ELT's powered by those batteries by March 26.

The AD is prompted by reports of the batteries exploding and venting violently which could result in the loss of the aircraft.

The AD allows temporary operation of the affected aircraft without ELT's for 180 days. According to the FAA, it is anticipated that battery manufacturers will have tested, obtained FAA approval and produced a sufficient supply for

aviation related demands within the 180-day period. Prior to the end of the 180-day period, the FAA will issue a revised or superseding AD to provide for subsequent use of the batteries.

The batteries have been used primarily in general aviation aircraft ELT's and, to a limited degree, in air carrier aircraft for a number of years. It is estimated that these batteries are installed on approximately one third of U.S. registered civil aircraft and that over 95 percent of the lithium sulfur dioxide battery usage in aircraft is in ELT's.

FAA Begins Tests Of Landing System

FAA Pilots will begin extensive tests of a Microwave Landing System (MLS) installed at Washington National Airport last month.

The time reference scanning beam MLS developed by the United States and Australia was chosen by the International Civil Aviation Organization (ICAO) to replace the aging Instrument Landing System (ILS) as the world's standard approach system.

The MLS uses a higher frequency signal than the ILS and is less susceptible to signal interference, allowing landings to be made under lower visibility conditions than are possible now.

"In addition, the MLS offers pilots a wide choice of flight paths on approach, since it radiates a broad, fan-shaped signal pattern," FAA said.

Current instrument landing systems transmit a narrow radio beam that requires aircraft to line up with the runway miles from the airport and fly straight-in approaches.

The curving approach capability of the MLS will also allow controllers to space aircraft more efficiently and route them away from noise-sensitive areas.

Microwave Landing Systems are scheduled to be phased in gradually over the next 20 years as a replacement for the Instrument Landing System which has been the world wide approach aid for the past 40 years.

Safety Week

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banquet will be held in Anderson at a location to be announced in our April newsletter. Awards will be presented to the landing contest winners and to the South Carolina Flight Instructor of the Year and South Carolina Mechanic of the Year.

Nominations are being taken now for these awards so if you know an instructor and/or a mechanic you feel deserves this honor, let us know. Nomination forms are available at your local FBO and at the Aeronautics Commission office in Columbia.

Saturday, April 21, an Air show featuring the U.S. Navy Blue Angels flying team, will be held at the Anderson County Airport beginning at 10:00 a.m.

Changes Opposed

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groups commenting on the proposed changes. Because of the volume of mail and petitions by general aviation groups, the agency has extended the comment period for an additional 30 days, until April 5.

Comments may be addressed to: FAA office of Chief Counsel, Attention: Rules Docket (AGC-24), 800 Independence Ave. SW, Washington, D.C. Commenters should address docket # 18605 and should submit comments in duplicate, according to the FAA.

Accuracy Landing Contests Planned

Landing practice is one of the best ways to sharpen pilot proficiency and practicing for an accuracy landing contest is the best kind of landing practice.

As part of the events during aviation safety week, accuracy landing contests will be held at several locations around the state Saturday, April 7 at 2 p.m. A week later, the winners of those regional contests will go to Camden for the state championship.

The object is simply said but not so simply done: make a power off landing on or near a white line painted 1,000 feet from the end of the runway, using a smooth, straight, consistent approach.

The contest is open to all residents of South Carolina with a current pilot and medical certificate, including student pilots. In fact, a student won the state championship on at least one occasion.

Regional contests will be held at Owens Field in Columbia, Walterboro, Anderson, Spartanburg, Sumter and Aiken. Contestants can register with the FBO's at Owens Field, Walterboro, Aiken and Sumter and at the control tower in Spartanburg and at the Flight Service Station in Anderson.

The rules for the contest were developed by FAA Accident Prevention Specialist Frank Kelley:

1. Each contestant will be allowed three landings which will be graded. Touch and go landings are authorized.

2. Engine must be throttled to idle opposite point (180 degrees) of intended touchdown. Clearing of engine will be allowed at pilot's discretion. However, clearing of engine after completion of final turn will be downgraded. Maximum

altitude at throttle closing will be 1,000' AGL.

3. Use of flaps and slips will be at the discretion of the pilot.

4. Landing must be stall type landings (no wheel landings in tail wheel type airplanes or three-point landings in tri-gear airplanes.)

5. Each contestant will be judged on five separate phases of the landing: turn to final approach, final approach, flare, landing and touchdown accuracy.

"We like to see a straight final approach," Kelley said. "A straight glide right down the glide slope.

"As far as the turn to final we don't like to see them overshoot or undershoot it.

"On the flare, we want a good, consistent round-out. Not a level off and then dump, then a level off.

"On touchdown, we look to see whether an aircraft touches on three wheels or whether nosewheel is clear of the ground. Tailwheel type aircraft should make three-point landings with the tail wheel touching at the same time or slightly before the main wheels."

As far as touchdown accuracy, Kelley said he doesn't like to emphasize hitting the spot exactly.

"Ideally, the aircraft should touch down on the designated point," but Kelley said if the rules required that some people would go in there and crash trying to hit the line.

As the contest is set up, contestants can get up to three points on the touchdown, as well as the other four phases.

Two hundred feet down from the first

white line, another is painted on the runway. If a pilot hits the first line, that would be the maximum he could make: three points. If he hits between the two lines, he would get two points and if he hits the second line he would make one point. If he hits outside both lines, he would get zero on that phase, Kelley said.

"He could make three points on the final turn, three points on the final approach, three on the roundout and three on the landing. If he misses the landing spot completely, he makes a zero; so, he can foul up as bad on any one of the five things as he can on the spot."

"The man that wins the contest could never hit the spot. Everybody else could goof up on the other four criteria and hit the spot everytime and lose the contest," Kelley said.

Three final rules are:

6. Contestants must be registered with the judges prior to starting time.

7. Contest is restricted to fixed wing aircraft.

8. Any operations considered reckless or unsafe in the opinion of the judges will be disqualifying.

Kelley said a landing contest is a particularly appropriate event for Aviation Safety Week.

"We are interested in accuracy and safety. About half the accidents we have happen in the landing and approach phase. We feel like everybody wins when they enter this contest by improving their ability to land the airplane," he said.

Trophies for the winners will be provided by Hope Insurance Co.

Accident Prevention Counselors Named

In recent issues of the Newsletter, we have mentioned two individuals who have been named accident prevention counselors by the FAA.

The Counselors help maintain safety awareness among pilots through discussions and presentations. We think the program is a good one, and, so no one will feel slighted, we would like to list the names of all those who have been made counselors by the FAA.

James E. Anderson, Pendleton; Robert W. Brown, Florence; Roger S. Dunbar, Hilton Head; Robert L. Godwin, Jr., Florence; Lester F. Hembel, Saluda; Robert W. Hemphill, Chester; Bobby W.

Hinson, Lancaster; William F. Holecek, West Columbia, S.C.; Robert E. Johnson, Georgetown; Waymon M. Lanford, Greenwood; Elliot H. Lyman, Jr., Sumter; Frances H. Miller, Cayce.

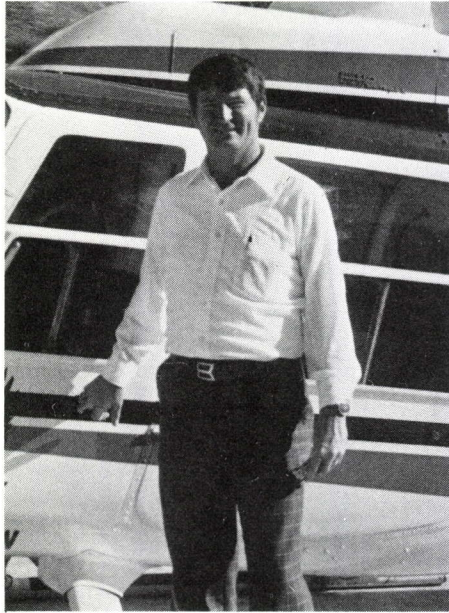
Cyrus R. Moss, Spartanburg; Clarence J. Myers, Charleston Heights; Julian D. Sawyer, N. Myrtle Beach; John N. Shelton, Summerville; Phillip A. Snell, M.D., Greenville; Raymond A. Thomas, Charleston; Joseph P. Tompkins, Greenville; James E. Trumbower, Columbia; George L. Welsh, St. George; Gilbert G. Woolard, Camden; and Larry Joe Yon, Lexington.

Ms. Pilaar Places First In Regional Contest

Carolyn N. Pilaar of Greenville recently won first place in a regional precision flying contest and qualified for the national championships to be held this June.

Winners of the regional meets will compete in Wichita, Kan. June 23 and 24. A five-member United States Precision Flight Team will emerge from the nationals to represent the nation in international competition.

Regional meets were held in Terre Haute, Ind.; Carlsbad Ca. and Albuquerque, N.M. Five finalists were selected at each meet.



Rodgers Named Examiner

Don Rodgers, chief flight instructor for S.C. Helicopters, has been appointed an FAA examiner for helicopter instrument and ATP ratings. Rodgers, a former military pilot, joined the company with 2,500 hours and has accumulated about 5,000 more since then. According to owner Les Hembel, S.C. Helicopters recently bought a Bell 206B Jet Ranger equipped with an advanced IFR avionics package to implement its aggressive entry into helicopter instrument pilot training. Eight students have already completed courses and Rodgers has scheduled students to fly more than 100 hours of instrument training in the months ahead.

Obstructions Removed From Glide Slope At Clemson-Oconee

Allen M. Lowdermilk Jr., owner of Tiger National Airways at Clemson-Oconee airport, writes that county workers have removed obstructions in the glide slope of runway 07 to meet the 20:1 glide slope requirement. Although Runway 25 already has a 20:1 glide slope, trees and other obstacles were removed from this runway too as part of a general clean up effort.

Last month, the FAA cited 14 airports which had runways with less than the required 20:1 glide slope.

FAA Approves \$121.1 Million In 1st Quarter ADAP Funds

Airport Development Aid Program allocations totaling \$121,196,177 for 172 development projects were approved by the Department of Transportation's Federal Aviation Administration during the first quarter of Fiscal Year 1979.

The allocations are for airport improvements in 44 states, Guam, Northern Mariana Islands, and Puerto Rico. There were 68 projects for \$17,362,762 at general aviation airports, including projects for \$2,279,143 at 5 reliever airports.

The remaining 104 projects were at air carrier airports and involved \$92,236,290 in Airport and Airway Development Aid Program (ADAP) funds. Included were 21 projects at commuter airports for \$10,847,709. In addition, \$6,597,125 in

multi-year allocations were approved for future fiscal years.

The first quarter of FY 1979 covers the period from October 1 through December 31, 1978.

ADAP allocations are authorized by the Airport and Airway Development Act of 1970, as amended. An ADAP allocation is the first step leading to a Federal grant for an airport project. Before the grant can be made, the airport sponsor must comply with all applicable Federal requirements.

For information on specific airport projects, call FAA regional offices. For a summary of the 172 Airport projects, write: Office of Public Affairs, APA-300, FAA, Washington, D.C. 20591.

Barnwell Gets \$60,040

The FAA has approved a \$60,040 Airport Development Aid Program (ADAP) grant to install safety fencing and medium intensity runway edge lights along runway 16/34 at Barnwell County Airport.

\$70,000 For Walterboro

And \$70,000 has been approved for the installation of Medium intensity runway lights on runway 5/23 at Walterboro Municipal Airport.

Miller Aviation Moves To New Quarters

Miller Aviation, a long-time fixture at Columbia Metropolitan Airport, has moved from its former location into temporary quarters next to the Army hanger on the airport.

Property formerly occupied by Miller was sold to the S.C. Aeronautics Commission. Miller is making arrangements for another permanent site on the metropolitan airport.

Breakfast Club

The S.C. Breakfast Club met March 11 at Owens Field in Columbia. Jim Hamilton, owner of Midlands Aviation, hosted the meeting.

March 25 the club will be in Bennettsville. April 8, it will meet in Rock Hill during "Come See Me Week."

April 22, the meeting will be held in Camden at DeBruhl's restaurant. May 6, the group will meet in Spartanburg. Call Anne Hawkins at 432-3095 for details.

Other dates during the year are open. Anyone who would like to schedule a meeting of the club call Anne.

USC Flying Club Safety Seminar Set

The USC Flying Club will sponsor its annual safety seminar March 14 at 7:30 p.m. in room 202 of the Russell House. Guest speakers with various backgrounds in the aviation industry will be featured. All interested persons are invited to attend. Refreshments will be served. For further information call club president Jeff McKeever at 777-7070 or Steve Stevens, vice president at 777-4028.

GADO Investigates 13 Aircraft Accidents In December

by FRANK KELLEY
FAA Accident Prevention Specialist

In December, 1978, the Columbia General Aviation District Office (GADO) investigated thirteen aircraft accidents (The largest number for any one month in South Carolina since 1969). As of Feb. 15, 1979, two accidents have been reported in the state. In January, a PA-25 reported a power loss and after landing in soft dirt, the aircraft flipped over and experienced substantial damage. In February, a C-152 hit the water while circling a ship at sea and sank.

We believe we can have a much safer record in 1979 if each of us who fly aircraft, or who support those who do, would exercise good judgment. We think this good judgment should include good preflight planning, knowing your aircraft and its systems, an evaluation flight from your flight instructor or practice to keep proficient, be aware of the weather conditions and not fly into a situation beyond your individual capability and other good operating procedures such as is contained in the Airman's Information Manual.

FAA Seeking Public Input On Helicopter Rules Changes

The Federal Aviation Administration is planning to overhaul its regulations governing the operation and certification of helicopters and is inviting public participation in the process.

The agency will hold a helicopter "Regulatory Review" conference in early fall and has asked the public to submit proposals for discussion and consideration at the meeting.

FAA said an update of the helicopter regulations is necessary to reflect recent technological developments in helicopter design and enhanced operating capabilities. These include increased stability and higher load-carrying ability.

Also, the Helicopter Association of America and the National Business Aircraft Association contend that the existing regulations are based on those for fixed wing aircraft and do not effectively reflect the unique capabilities of the

FAA Asks Public Comment On Petition To Simplify Rules

The Federal Aviation Administration is asking for public comment on a petition by the Aircraft Owners and Pilots Association to reorganize and simplify the agency's general operating and flight rules for private pilots.

In an Advance Notice of Proposed Rule Making incorporating the AOPA petition, FAA said the comments received from the aviation community and the general public will be an important factor in determining its future course of action in this matter.

The petition from AOPA, which represents 210,000 pilots and aircraft owners, contends that the general operating and flight rules contained in Part 91 of the Federal Aviation Regulations have become too voluminous and convoluted and should be reorganized and simplified. The FAA emphasized that publication of the petition as an advance notice did not commit the agency in any way in assessing the merits of any of the proposed changes.

The AOPA recommends dividing Part 91 into seven subparts. The first two

would contain all the rules the average private pilot—that is, the non-instrument-rated pilot who flies small aircraft in non-commercial operations—needs to know to operate safely and legally. He would not have to concern himself with the remaining subparts unless he wanted to upgrade his ratings.

The other five sections would cover instrument operations; special flight operations such as aerobatic flight and flight instruction; additional rules for commercial operators; operation of certain aircraft such as jets; and aircraft maintenance practices.

AOPA said the proposals would not change the existing rules significantly, but instead would simplify the language and eliminate legal terminology.

Copies of the advance notice (Notice No. 79-2) are available from the FAA Office of Public Affairs, APA-430, 800 Independence Ave., S.W., Washington, D.C. 20591, Telephone: 202/426-8058. Comments on the proposals are due April 23.

What Locks?

The following story appeared in Canadian Aviation magazine. We reprinted it because we think there is a definite lesson here.

"A Bell 206B with pilot and three firemen aboard was enroute to a forest fire in California. They spotted a lady sunbathing in the nude and took some air-to-ground pictures. The pilot then landed the helicopter nearby to ask the lady for a date. As he was chatting with her one of the passengers thought the helicopter—whose engine was still running—was rising from the ground so he pushed the cyclic control forward. The helicopter fell over on its side and beat itself to death with its rotor blades. No one was injured. Pilot said later he was so anxious to make a date that he forgot to put the control locks in place."