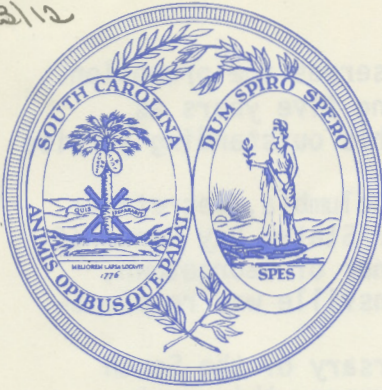


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SOUTH CAROLINA AVIATION NEWSLETTER

PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

No. 12

DECEMBER, 1972

VOL. 23

BREAKFAST CLUB ELECTS OFFICERS



Hampton, Kirkwood, Hawkins, Lineberry, Huggins

Shown in the picture above are some of the new officers elected at the Founders Day meeting held at Orangeburg, on October 29. W.W. Hawkins of Camden was elected President for the coming year. Bill

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did an excellent job as secretary last year and deserves the promotion. He replaces Earle Kirkwood who retired after serving five years as President. Earle received a standing ovation for his outstanding service in this capacity.

Other officers for 1973 are Billy Hampton of Columbia, Secretary; J.E. Lineberry of Spartanburg, Vice President Upper State; Ray Jones of Columbia, Vice President Mid State; and Dr. Sojourner of Georgetown, Vice President, Lower State. M.B.Huggins of Timmons ville was re-elected historian.

The Orangeburg meeting marked the 34th anniversary of the South Carolina Breakfast Club, founded in 1938 by Tom Summers, this meeting was held on Mr. Summers 69th birthday. There were three other members present who attended the first meeting;

Coy Derrick, M.B. Huggins and Mr. Lyseth.

At the November 12 meeting at Camden, there were 48 aircraft and 135 people. Mr. John Hamilton was guest speaker and he discussed the activities of the Commission.

In spite of the weather, 19 aircraft arrived at Owens Field for the November 26 meeting. Chief topic of the meeting was the future of Owens Field, Columbia's General Aviation Airport, which has a traffic count higher than many airports with towers. It is a valuable asset to the capital city.

Meetings scheduled are December 10, Myrtle Beach Airport, January 7 at Georgetown and Western Flying Service, Georgetown and on January 21 at Sumter. No meeting will be held on December 24.

NON-DIRECTIONAL BEACON

The South Carolina Aeronautics Commission is participating in the installation of non-directional radio beacons at several airports in the State. These beacons are being installed on a 50/50 basis with the local community paying 50% and the State paying 50%. Plans are being made now for installation at Newberry, Laurens, Pickens and Lancaster.

These non-directional beacons will provide additional aids to radio navigation throughout the State and it is hoped that we will be able to obtain instrument approaches to increase the utility of these airports.

These beacons transmit a three letter international Morse Code signal on an assigned frequency from 200 to 400 KHz and will operate continuously.

1972 AVIATION MECHANIC AWARDS PROGRAM

The annual Aviation Mechanic Safety Awards Program is held every year to recognize the aviation mechanic for his contribution in keeping the aviation industry safe and efficient. Winners are selected on the basis of their ideas or developments in one of three categories. The first is for the suggestion of a design or improvement to an aircraft or powerplant, or any of its components that led to or resulted in increased reliability and/or safety in aviation. The second category is for the suggestion or development of a maintenance and/or inspection procedure that contributed significantly to safety in aviation. The third category applies to the aviation mechanic who has consistently demonstrated a high level of professionalism in his performance as an aviation mechanic. Fifty awards are made on a state level, one in each state for the general aviation winner.

For full details obtain a copy of the FAA Advisory Circular No. 60-2J, available at your local FAA Flight Standards Office.

Nominations should be sent to the FAA General Aviation District Office, Columbia Metropolitan Airport-Box 200, West Columbia, South Carolina 29169, and postmarked no later than 31 December 1972.

NEW INSPECTION PROGRAM FOR AIRPLANES

FAR 91.217 requires that, after 22 January 1973, all operators of large airplanes and turbojet or turboprop powered multiengine airplanes have these aircraft inspected in accordance with one of the inspection programs listed therein. It also requires that notice in writing of the inspection program selected be sent to the FAA District Office having jurisdiction over the area in which the airplane is based.

AIRCRAFT REGISTRATION FEE

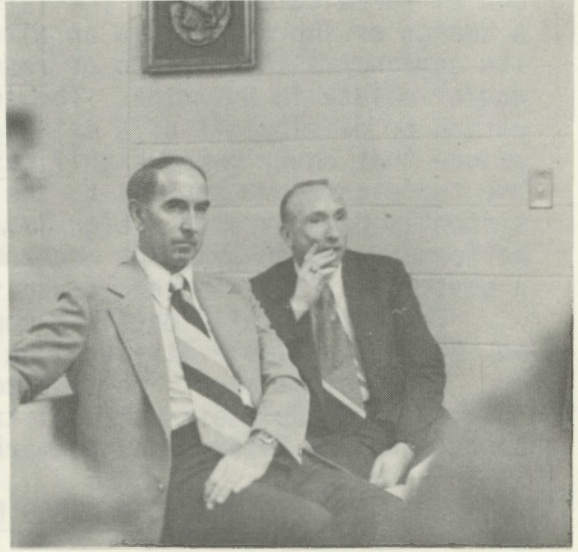
The South Carolina Aeronautics Commission, at its regular December meeting, will review all comments concerning the new aircraft registration and insurance law. Aircraft owners throughout the State are requested to submit written comments to V. D. Ramseur, Jr., Chairman of the South Carolina Aeronautics Commission, P.O. Box 88, West Columbia, S.C. 29169.

Letters should be in the Commission office by Monday, December 18, 1972. It is hoped that as a result of these comments a more equitable law can be worked out.

FLIGHT SAFETY MEETING



Gardner, Christmas



Knipfer, Kelley

On Tuesday October 31st, a joint Flight Safety Meeting was conducted at the Columbia Metropolitan Airport. The meeting was sponsored jointly by the FAA and Mr. Clyde Knipfer of the Insurance Company of North America. More than one hundred and twenty-five pilots attended the meeting and became eligible to win an aircraft or other prizes to be given away by the General Aviation Manufacturers Association. Mr. Knipfer began the program with a discussion of recent accidents. He pointed out how most of them could have been prevented by use of a better pre-flight and improved judgement on the part of the pilot.

Following Mr. Knipfer, Tom Christmas and Hugh Gardner explained the operation of Stage III Radar procedures which were implemented in the Columbia Terminal Radar Service Area on November 15, 1972. A good bit of time was devoted to a question and answer period following the Radar presentation and everyone was given an opportunity to speak. Stage III Procedures are outlined in part one of the Airman's information manual.

Frank Kelley, Accident Prevention Specialist for South Carolina, showed the film "Wake Turbulence". This film was well received.

A lot of excellent information is available at these safety meetings. The next safety program will be held at Clemson University on December 7 at 7:30 p.m. Meetings are also planned for Summerville Airport on January 11, 1973, a meeting for Flight Instructors at Myrtle Beach on January 16 and one for lady pilots at Thermal Belt Aviation, Greenville on January 23.

If you wish to plan a meeting, contact Frank Kelley at the Columbia FAA GADO, Columbia Metropolitan Airport.

OBSTRUCTIONS TO AIR NAVIGATION

The Central Electric Power Cooperative, Inc., of Cayce, S.C. plans to construct a tower 280' above ground level at Camden. This proposed tower will be located only 1½ miles Northeast of the Camden Airport and would result in raising the minimum approach altitude to Camden. The second tower is proposed by the same company and would be located within one mile of Moore's Field and Branhams Airport at Darlington. It would also be 280' above ground level.

The FAA is conducting an aeronautical study of these towers to determine their effect upon the safe and efficient use of the navigable airspace by aircraft and on the operation of air navigation facilities.

In the study, consideration will be given to all facts relevant to the effect of the proposal on existing and planned airspace use; air navigation facilities; airports; aircraft operations, procedures and minimum flight altitudes; and the air traffic control system. However, only those plans on file with the FAA, on the date the notice concerning the above described proposed construction was received, will be considered.

Interested persons are invited to participate in the aeronautical study by submitting comments to the FAA office issuing this notice. To be eligible for consideration, comments must be relevant to the effect the proposed construction would have on aviation, provide sufficient detail to permit a clear understanding, and be received on or before 15 December 1972. Comments should be addressed to the Department of Transportation in care of Mr. R. M. Robinson, FAA, P.O. Box 20636, Atlanta, Georgia 30320.

AERONAUTICAL CHART REVISION

The South Carolina Aeronautics Commission is revising the State Aeronautical Chart. The new State chart is being prepared by Car-tech, Incorporated of St. Louis, Mo., and should be available by the first of March 1973.

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
IFR PILOT EXAM-O-GRAM° NO. 37

LOST COMMUNICATIONS PROCEDURES -- ROUTE REQUIREMENTS

When complete two-way radio communications failure occurs in an IFR environment, air traffic control is predicated on certain "anticipated pilot actions." These "actions" or procedures are set forth in FAR Part 91 and the AIM, Part I. In the interest of flight safety, it is your responsibility to know them. IFR Exam-O-Gram No. 36 concerned only altitude requirements. Analyses of responses received on the Instrument Rating (Airplane) Written Tests indicate that many applicants are confused regarding route requirements under two-way radio communications failure.

Today's airplanes operating IFR are usually equipped with dual communications and navigational equipment. The chance that you will be unable to receive any ATC instructions is rather remote; nevertheless, it does happen. Procedures have been established to follow when this "possibility" becomes a reality. Let us review these procedures as they apply to ROUTE requirements under conditions of complete two-way radio communications failure. Continued IFR operations in VFR conditions may adversely affect other users of the airspace. Why? Certain airspace must be reserved and protected for aircraft on IFR flight plans. Therefore, one basic rule always applies "...if you are in VFR conditions, or subsequently encounter VFR conditions, REMAIN VFR and land as soon as practicable." In IFR flight conditions, observe these rules: Follow (1) the last ATC clearance received, or (2) if being radar vectored, by the fix, route, or airway specified in the vector clearance, or (3) the "Expected Further Clearance" routing. In the absence of rules (1), (2), and (3), then proceed by the flight planned route you filed with ATC.

FEDERAL AVIATION AGENCY FLIGHT PLAN				Form Approved. Budget Bureau No. 04-R072.3		
1. TYPE OF FLIGHT PLAN		2. AIRCRAFT IDENTIFICATION				
<input checked="" type="checkbox"/> IFR <input type="checkbox"/> VFR		N 1211P				
3. AIRCRAFT TYPE/SPECIAL EQUIPMENT //		4. TRUE AIRSPEED	5. POINT OF DEPARTURE	6. DEPARTURE TIME		7. INITIAL CRUISING ALTITUDE
AIR REAMER 250IA		150 KNOTS	DEP	PROPOSED (Z) 1600 ACTUAL (Z)		50
8. ROUTE OF FLIGHT						
ALP VOR V-135 CHA VORTAC V-12 DEL VOR V-16 ECH VOR						

Figure 1

Let us take some examples. You are on an IFR flight, in a radar environment, from Departure Municipal Airport to Destination Municipal Airport via the flight plan in Figure 1. The Enroute Low Altitude Chart segment is depicted in Figure 2.

Example #1: Clearance

Delivery gives you this IFR clearance: "AIR REAMER ONE ONE PAPA - CLEARED AS FILED...." Radio failure occurs after takeoff. In this situation, fly the "last

ATC clearance" (Rule #1) which is the same as the "flight planned route." Example #2: Assume the takeoff clearance: AIR REAMER ONE ONE PAPA - CLEARED TO BRAVO VOR - ...EXPECT FURTHER CLEARANCE PRIOR TO BRAVO VOR...." Radio failure occurs prior to receiving the EFC routing. You should follow "the last ATC clearance" (Rule #1) to Bravo VOR, then the "flight planned route" to the destination. Example #3: Assume now that you do receive an "EFC routing" prior to Bravo VOR which reads "...EXPECT FURTHER CLEARANCE VIA VICTOR ONE SIXTY NINE BEAR - VICTOR TWELVE DELTA - VICTOR SIXTEEN ECHO - DIRECT DESTINATION." You should proceed to Destination Municipal Airport via this EFC Routing (Rule #3). A radar vector clearance (Rule #2) is illustrated in Example #4: You are proceeding "AS FILED...." After passing Delta VOR, ATC issues this clearance: "AIR REAMER ONE ONE PAPA - TURN LEFT TO TWO ONE ZERO FOR VECTOR TO DESTINATION INITIAL APPROACH FIX...." Radio failure occurs after you acknowledge this clearance. Observe Rule #2 and proceed as specified in the ATC clearance.

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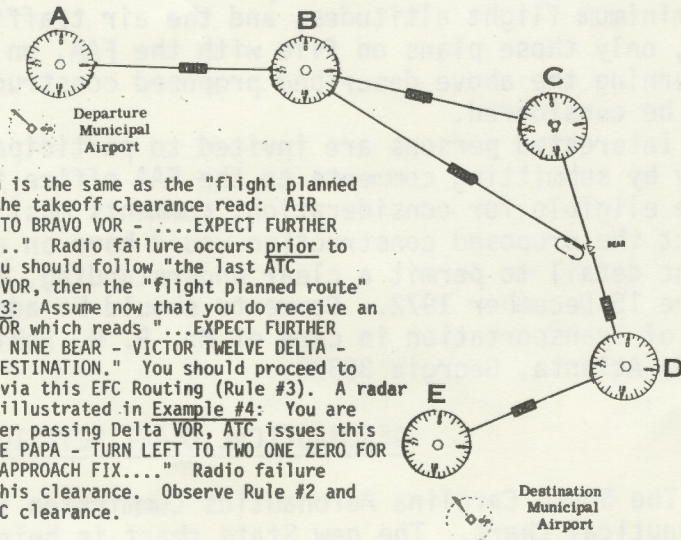


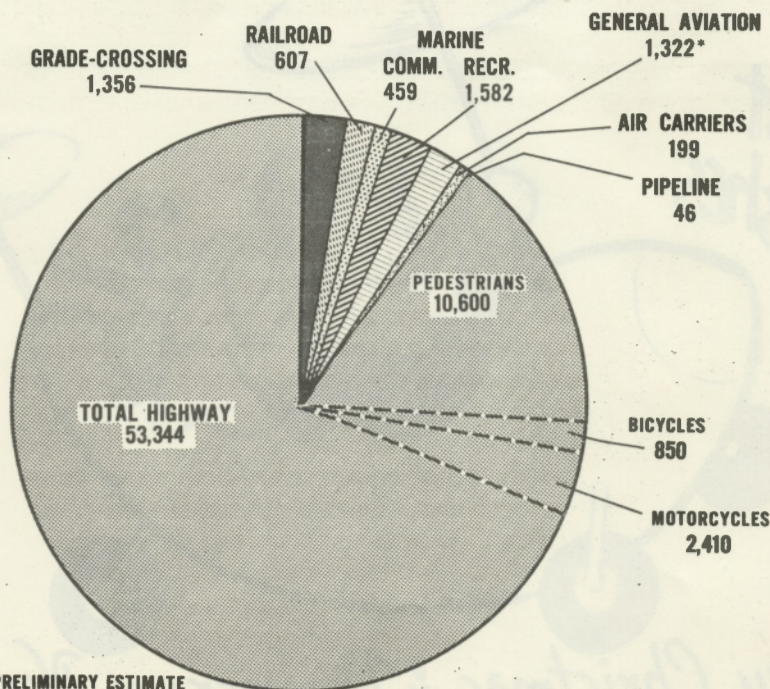
Figure 2

If ATC did not receive your acknowledgement of the new route clearance, they would have to protect BOTH the old and new routes until they determined which route you were flying. Your acknowledgement of any ATC clearance will determine the procedure(s) you and ATC will use. Acknowledgement may be given (at ATC's request) by changing transponder code, "squawking" IDENT, or by executing an identifying turn. Contact with you in this case would probably be through some navigational aid frequency.

Review the AIM, Part I, EMERGENCY PROCEDURES. Always exercise sound judgment and good operating practices in all cases of two-way radio communications failure. You can be sure you will receive "top priority" handling from ATC. After you land, find a telephone and call the nearest ATC facility and tell them what happened. It is a very small price to pay for the service ATC has provided you. Remember...a search will be initiated 30 minutes after your ETA has expired if you have not been heard from. If you are found in a coffee shop some time after you have landed safely, it could prove to be embarrassing! A future Exam-0-Gram will discuss the procedures to use with regard to executing the instrument approach under conditions of two-way communication failure.

REFERENCES: FAR Part 91 and AIM Part I.

58,915 FATALITIES IN TRANSPORTATION ACCIDENTS 1971



*PRELIMINARY ESTIMATE
SEPT. 25, 1972

NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20591

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