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South Carolina Aeronautics Commission Aviation Newsletter

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FLIGHT INSTRUCTOR CLINIC



SMITH FECHNER

One hundred and fifty-five instructors attended the three day Revalidation Clinic which was held at the Quality Inn in Columbia, October 19-21. This was the tenth annual clinic to be sponsored by the Aeronautics Commission. The program was begun shortly after the FAR's, were changed to require Instructors to be revalidated every two years.

The clinic was under the direction of James E. Stargel, Director, Flight Instructor Department of the South Carolina Aeronautics Commission in cooperation with the Federal Aviation Administration. Flight Instructors from 12 states were in attendance at this clinic.



STARGEL TALKS WITH INSTRUCTORS

Instruction for the three day course was presented by Fred Fechner and Thoville Smith from the FAA Academy in Oklahoma City. Also on the program were Chuck Valdez, FAA CAMI, Don Tricebock of Narco, Frank Kelley FAA accident prevention specialist and Jim Stargel of AOPA.

The FAA is withdrawing its support of Instructor Clinics and next year they become a responsibility of industry. The Aeronautics Commission will continue to sponsor these clinics and will hold the next one in the fall of 1977.

HAWTHORNE AVIATION



Hawthorne Aviation President, Vernon B. Strickland has announced that John H. Allen has been elected Executive Vice-President of the company. In making the announcement, Strickland cited the considerable contributions Allen has made to the Hawthorne organization since joining the firm.

A native of Ennis, Texas, Allen was educated at colleges on the West Coast. He joined Hawthorne in 1973 as Administrative Assistant to the President, was named Vice-President of a Hawthorne Subsidiary, Dehart Motor Lines in early 1974, and to a similar position with another subsidiary, Creditors Merchantile, later that same year. In 1975, he was elected Vice-President and appointed to the Board of Directors of Hawthorne Aviation. Since then he has been responsible for the management of Hawthorne's financial and administrative affairs. Allen holds an Airline Transport Pilot's License and has over 7500 flying hours.

In his new position, Allen will be directly responsible for all Hawthorne's operations. These include the fixed base operation in Charleston, aircraft sales operations covering much of the southeast, military aircraft maintenance operations in four states, a credit collection agency in Atlanta, and various real estate holdings.

Currently Hawthorne employs some 450 people and has operations in seven states.

PREFLIGHT PREPARATION

The National Transportation Safety board (NTSB) is concerned with the number of general aviation accidents which occur during the take-off phase of flight and the relationship of preflight preparation to the accidents.

The Safety Board's statistics clearly illustrate that most take-off accidents (19% of all general aviation accidents and about 16% of all fatalities and serious injuries) are operational. The primary cause/factor was the pilot which was cited in 87% of all take-off accidents and in 90% of all fatal take-off accidents. While "pilot error" is not new to any phase of flight, it is most distressing in the take-off phase because the pilots should have had time to analyze the conditions and study the various factors which would affect the take-off before their aircraft left the ground.

The Safety Board divides the broad pilot cause/factor category into 51 detailed cause/factors. In the accident files reviewed during this study, "inadequate preflight preparation and/or planning", "failed to maintain/obtain flying speed", "failed to maintain directional control", "failed to abort take-off", "selected unsuitable terrain and lack of familiarity with aircraft" were cited as cause/factors more than any others and represented over 50% of all fatal take-off accidents. These facts emphasize the need to better preflight planning.

In 1974 there were 220 accidents, 161 fatal, that occurred because the pilot "continued Visual Flight Rules flight into adverse weather conditions."

S.C. WING NEWS



Lieut. Col. George O. Compton, CAP, is the Deputy Wing Commander of the South Carolina Civil Air Patrol. He joined the Florence Squadron in 1964, and because of his dedication to the Civil Air Patrol and its purpose is now one of the top decision makers in South Carolina.

In charge of Operations, LTC Compton has responsibility of assuring that all CAP airplanes in S.C. are maintained for safety in accordance to the FAA and CAP regulations. Considering the numbers of airplanes belonging to the CAP in S.C. this is no small task.

Reaching one of the top CAP positions in the state required attendance of many schools and many more hours of home study. Compton is a Search and Rescue Mission Coordinator, a check pilot with more than 1,600 flying hours, and has personally conducted numerous REDCAPS (an actual Search and rescue mission). All "finds" however, were not performed in an airplane. Once LTC Compton found a downed airplane from his automobile. He had a radio in his car and heard about the airplane being

overdue at its destination. The search was narrowed down to Lake Moultrie. A search plane overhead located the wreckage and radioed to Compton in his automobile to follow the airplane. He followed it through narrow dirt roads around the lake and found the wreck. There were no survivors. Compton in relating the episode says that he has never found survivors at the crash site. Bad weather and pilots not properly qualified are the causes of the majority of accidents.

In addition to WWII ribbons such as Africa and Italy campaigns, he has received from the CAP the Meritorious Service Award, Unit Citation Award, Leadership Award, Membership Award, Red Service Ribbon, Rescue "Find" Ribbon, Air Search and Rescue Ribbon, Civil Defense Ribbon, and Senior Recruiter Ribbon.

In describing the Civil Air Patrol, Compton says that some of the finest people he has met are members of the Civil Air Patrol. The majority of them are totally dedicated to the program.

The cadet program of the Civil Air Patrol is for young boys or girls between the ages of 13 and 16. Help one to join. Write CAP, Wing Headquarters, Box 5991, Columbia, SC 29250 for information and an application.

BIENNIAL FLIGHT REVIEW

This is just a reminder that it is mandatory for all pilots to undergo a flight review no later than the last day of the month ending a two-year period since last reviewed. Such biennial flight review must be signed off as a log book entry. Also, it is illegal for pilots to serve as pilot - in - command in any capacity without this review. Further, the absence of a current, logged flight review may void the pilot's insurance.

PRECISION FLIGHT NATIONAL CHAMPIONSHIPS

Washington, D.C., October 21 -- Russell W. Meyer, Jr., Chairman and Chief Executive Officer of Cessna Aircraft Company, today announced that Cessna would host the National Championships for selection of the four-member U.S. Precision Flight Team which will represent the United States at the second World Championships of Precision Flying, scheduled in August, 1977, at Linz, Austria.

In making the announcement Mr. Meyer said, "We at Cessna take great interest in all efforts to promote safety and growth of aviation. We're proud to be supporting these national championships because we believe it provides an outstanding incentive for pilots to hone their proficiency and improve their flying habits, while at the same time enjoying a new kind of excitement and challenge. We compliment the National Pilots Association for having initiated precision flight competition here in the United States and for their sponsorship of the U.S. national team in world competition.

"We believe our support of the NPA program will help make sure that our pilots, when they get to the World Championships in Austria next summer, will be good enough to compete with any country in the world--and come out on top."

COMPETITION BEGINS AT REGIONAL MEETS

To qualify for the Cessna-sponsored National Championships, scheduled at a site to be determined in the Wichita, Kansas area, in May of 1977, interested pilots must first prove their qualifications in regional competitions scheduled at six convenient locations across the country. The five top-scoring pilots from each region will participate in the national fly-off sponsored by Cessna, where the official four-member U.S. National Precision Flight Team will be selected to represent our country at the 1977 World Championships. Two of these qualifying meets have already been completed - at New Castle, Delaware, and San Jose, California. Four additional qualifying regional competitions are scheduled as follows:

<u>DATE</u>	<u>LOCATION</u>
October 23-24, 1976	Bowling Green, Ohio
October 30-31, 1976	Uvalde, Texas
December 4-5, 1976	Melbourne, Florida
March 26-27, 1977	Carbondale, Illinois

The U.S. Precision Flight Team depends entirely on voluntary donations for its support. Funds raised from the competitors themselves, from sponsoring schools, the aviation industry, and through advertising are used to cover the cost of running the meets and getting the team to the world competition.

This is the second time that the United States will participate in the World Championships of Precision Flight. In 1975 the U.S. fielded its first Precision Flight Team which finished seventh in the World Championships in Gavle, Sweden.

Precision flight competition is intended for solo pilots, flying single-engine light aircraft. Events to be flown during competition are scored according to the accuracy and degree of skill displayed by competing pilots. Pilots will compete in flight planning, navigation and landing events.

ETV AVIATION COURSE

The South Carolina Aeronautics Commission in cooperation with the FAA and the Tec Schools will present another in the series of programs for pilots in the State.

This fall's program will be presented through closed circuit television to the Technical College throughout the State and will cover the information required for the Biennial Flight Review. Special emphasis will be placed on aircraft performance and IFR-VFR procedures. It is scheduled for 4 Tuesday nights beginning November 9th at 7:30 p.m.

Instructors for the 12 hour course will be : Pete Pederson of the FAA Southern Region - Atlanta, Ga., Ed Paquet of the National Weather Service, Fred Begy of Midlands Aviation Corporation, R. E. Jackson, AME, Frank Kelley of the Columbia GADO, Bill Holecek of the Eagle Aviation, Emmie Manning, and Claude Gardner of Columbia Tower.

FAA NOTESU.S. PILOTS CAUTIONED ABOUT CANADIAN
FLIGHT OPERATIONS

U.S. pilots conducting VFR flights in Canada are sometimes not aware of the differences in regulations of the two countries. Flight safety has been compromised by pilots who have, through lack of knowledge, failed to comply with Canadian regulations. We emphasized three items related to Canadian flight: (1) VFR "on top" flight is not permitted, (2) VFR cruise flight is conducted at even or odd thousand foot levels. "Plus 500 foot" altitudes are not used, and (3) Positive Control Zones (PCZ) have been designated at most airports in Canada. Serviceable two-way radio and a clearance are required for entrance into the zones.

An additional point of interest is the block airspace restriction to VFR flight. The AIM, Part I, (free to each pilot at any FAA facility through December 1976) describes block airspace.

HAZARDOUS MATERIALS OFTEN CARRIED
IN PRIVATE AIRCRAFT

1. Gasoline
2. Batteries
3. Outboard Motor with Fuel in Tanks
4. Gas powered air compressors for scuba tanks (With Fuel).
5. 16 oz. plus of lysol or other household items in economy sizes which use aerosol as a propellant.
6. Camping stoves, lanterns, catalytic heaters, etc., (With Fuel).
7. Butane, Propane, LPG tanks.
8. Oils & hydraulic fluids with flash point 100 or less.
9. Ammunition (other than small amounts allowed under 103.7)
10. Ammonia
11. Alcohols
12. Matches (strike anywhere)
13. Charcoal briquettes.
14. Paint
15. Antifreeze
16. Ink
17. Metal polish
18. Films

MAINTENANCE NOTES

We have information that heavy weight drop tests have shown the Pioneer, P/N 1.019 GR4 23-foot tri-con auxiliary parachute, may not consistently meet overload requirements at speeds over 140 MPH. Pioneer recommends markings adjacent to the skirt to read, "Low speed parachute limited to use in airplanes at speeds under 150 MPH." These canopies are used for emergency parachutes as well as sport reserves.

FLORENCE FLIGHT SERVICE

On November 1, 1976 the Flight Service Station, Florence, S.C. will commission its new "FAST FILE" for pilots wishing to file IFR flight plans from Florence, Darlington, Hartsville, Marion, Pamplico and Timmons ville, South Carolina. There are no toll charges from these exchanges: 346; 332; 383; 423; 362; 662; 665; 669; 393 & 493.

"FAST FILE" is actually a telephone answering service provided to expedite the filing of IFR flight plans. As the caller is "answered", a tape, with instructions and procedures, explains the use of the equipment. Following the announcement, the caller is to file his flight plan which is recorded in the Flight Service Station and subsequently passed on to the Air Route Traffic Control Center.

It is suggested that each pilot check his routing carefully before filing, and that he file his plan at least 30 minutes before proposed departure. Careful preparation will eliminate errors and reduce delays to the minimum.

This 24-hour service is limited, at this time, to the filing of IFR flight plans, and there is no maximum time limit prior to departure. Flight plans for a full day can be filed even the night before.

To take advantage of this new service in the vicinity of Florence, call 662-5382 or 662-5383. These can be easily remembered as NOBLE 82 and NOBLE 83. If you wish, you can call long distance, prepaid. For other services, including briefing and filing VFR flight plans, continue to use the appropriate telephone number.

Those not in the local area of Florence should continue to use the telephone service previously utilized.

PRECISION FLYING

Corbin Junker of San Jose today was declared champion in the Western Regional Precision Flight Team Championships completed Sunday afternoon, October 10 at San Jose after two days of competition hosted by San Jose State University, involving pilot-contestants from the western states.

Earning runner-up honors was Gerald Fairbairn also of San Jose. Other winners were Dan Noe of Oakdale, third; Marvin Ellis of Lafayette, fourth; and Randy Noe of Oakdale, Dan's brother, fifth. These Regional Champions now qualify to compete in the National Precision Flight Team Championships, scheduled at Wichita, Kansas in May. Winners will form the official U.S. Precision Flight Team for the World Precision Flight Championships in Linz, Austria, August 11-14.

Both the regional and national competitions are sponsored by the National Pilots Association, in conjunction with the National Intercollegiate Flying Association, of which San Jose State University is a senior member. The just-completed regional championship event was supervised by NIFA officials.

Precision flight competition was created and developed to provide an on-going program with appropriate incentives and regular schedule through which pilots could practice, develop and maintain SAFE FLYING HABITS.

Events flown during the two-day competition were limited to solo pilots, flying single-engine airplanes, and were scored according to accuracy and degree of skill displayed by the competitors. The contestants were judged in preflight planning, navigation and landing events. Best scores were earned by those pilots most closely matching "ideal" light-plane performance and piloting standards.

NEW SAR AID

A new aid for downed pilots will cut search and rescue time drastically nationwide, according to NPA's News. After a year long test of using satellite photographs depicting weather conditions to pinpoint probable crash sites, California's CAP has presented its program to the Air Force Rescue Coordination Center. The AFRCC plans to implement the service throughout the country. The new method cuts search time by 30 percent. In the year that the California CAP has tested the system, only two searches have lasted more than 48 hours. Using both infrared and visual photographs taken by two NESS satellites every 30 minutes and comparing them with NWS weather data the pilot received in his preflight briefing, the CAP has been able to narrow the probable crash site of a missing aircraft to a 25-mile area, by determining the weather conditions at the time the pilot ran into trouble. We can better determine the height of clouds to see if a pilot could fly over a storm system or was faced with staying at lower altitudes and penetrating the system.

SMUGGLING OPERATIONS

Word comes from SCLED of a new twist to the method of smuggling drugs in from South America and Jamaica. Aircraft owners, involved in the operation, report their aircraft stolen then, if the aircraft is confiscated, the owner retains possession.

There are also reports of aircraft being stolen in the U.S., used in smuggling operation and then being sold out side of the U.S. Flying radio controlled models carrying drugs across the Mexican Border has also been reported.

Between July and October 1976, 16 aircraft have been involved in accidents while engaged in smuggling operations.