

Ac 825  
3. A84  
V25/2  
COPY 3

SOUTH CAROLINA  
AVIATION NEWSLETTER



STATE LIBRARY  
STATE DOCUMENTS

SOUTH CAROLINA AERONAUTICS COMMISSION, Box 1769, COLUMBIA, SOUTH CAROLINA 29202

No. 2

FEBRUARY

Vol. 25

AVIATION MECHANIC OF YEAR



LESTER F. HEMBEL

Lester F. Hembel, President of South Carolina Helicopters of Saluda, has been named 1973 Aviation Mechanic of the Year for the state of South Carolina.

Mr. Hembel was born April 10, 1915, as West Bend, Wis-

consin, and his earliest experience in aviation was barnstorming in the 30's, flying an OX-5. In 1940, he was associated with Hawthorne Aviation at Columbia, participating in the CPT program with the University of South Carolina as Director of Academic Training, wrote the text book and taught two courses in aircraft and engine inspection, training personnel to maintain B-25 aircraft which were located at Columbia Air Base (now Columbia Metropolitan Airport). He received a mechanic and pilot certificate in 1942 and 1940, respectively.

Mr. Hembel introduced helicopters to South Carolina in 1963 and has been engaged in sales, air taxi, pilot training, and helicopter maintenance since that time. He has been a helicopter FAA pilot examiner since 1964 and is an FAA accident prevention counselor. His company holds FAA certificates for repair station, air taxi, pilot school, agricultural aircraft operator. He has attended many maintenance training courses involving helicopters.

He married Carolina Etheredge of Saluda, who instructed in the Navy flight program during World War II. They have three children and three grandchildren.

Mr. Hembel operates a meat processing plant at Saluda in addition to his aviation activities and has been on the board of directors of American Association of Meat Processors for six years. He served as a member of the S.C. Aeronautics Commission for 18 years and with the Saluda County Aeronautics Commission for 15 years, serving as Vice Chairman. He was Chairman of the Saluda Chamber of Commerce for a number of terms.

Hobbies? Mr. Hembel says he just likes to use his spare time for church activities.

He received the coveted award "for the consistent demonstration of a high level of professionalism and excellence in the performance of his duties as an aviation mechanic that led to or resulted in increased reliability and safety in aviation."

PILOT EXAMINER MEETING continued from page 8...

- (2) Present as personal identification an airman certificate, driver's license, or other official document; and
- (3) Present a birth certificate or other official document showing that he meets the age requirement prescribed in this Part for the certificate sought not later than 2 years from the date of application for the test.

### WHIRLY-GIRLS

A South Carolina housewife; a former Aeronautic Commission Chairman; a Whirly Friday for a helicopter operator; a Nevada teenager another Canadian traffic 'copter pilot and a magazine editor/company pilot became members of The Whirly-Girls during 1973.

Mrs. Helen Hembel White #170 received her helicopter flight training at her father Les Hembel's South Carolina Helicopters, Inc., in Saluda, South Carolina, as did Mrs. Lucille M. Dingley #171, a former chairman of the Maine Aeronautics Commission; Mrs. Mary A. Fields #172 drives the service truck, pumps gas, makes sales calls and runs the office of Golden Gate Helicopters, Inc., in San Carlos, Calif.; Cathy Jones #173 had Whirly-Girl Claudia Greico #161 for her flight instructor in Las Vegas, Nevada. As soon as Cathy received her rating, she gave first flights to her fellow high school students. In Toronto, Canada, listeners to Station CKEY tune in twice a day for the up and over traffic reports from pilot/reporter Dianne Pepper #174. Dianne is the third Whirly-Girl employed by the station. Dini Petty #138 was the pioneer, followed by Annabel Hoyt #163.

Managing editor for Plane & Pilot magazine, company pilot and a Civil Air Patrol Search & Rescue pilot Valerie Jene Petrie is Whirly-Girl #175. She and her husband Clint Rog Petrie are the 35th husband and wife helicopter pilot team. They met at The Helicopter Center in Van Nuys, Calif. Clint was her flight instructor. This versatile Valerie snow skis, plays classical guitar, is a commercial single and multi engine airplane pilot, and instrument flight instructor. A member of the Aviation/Space Writers Association, her feature articles are her pilot reports of aircraft ranging from military jet trainers, bombers to helicopters.

The Whirly-Girls were organized in 1955 with the then 13 known members in Germany, France and the United States. There are now 175 members in ten countries.

### RUNWAY LIGHTS WILL STAY ON

E. McLeod Singletary, Chairman of the South Carolina Aeronautics Commission, announced today the Commission

will continue its policy of lighting airports from sunset to sunrise on all airports under its jurisdiction.

John W. Hamilton, Director of the Commission stated that the safety aspect of having lighted airports far out-weighs the small saving in energy that would be realized by turning the lights off for a part of the night. Lighted airports serve a two-fold purpose, in addition to providing access to the airport for planned flights, they serve as an emergency landing area for enroute aircraft. South Carolina has 62 lighted airports.

Other matters discussed at the January meeting included the possibility of utilizing third-level or commuter airlines to serve communities that are losing their schedule airline service and plans for aviation safety programs which will be scheduled in early spring.

The next scheduled meeting of the Aeronautics Commission is set for February 20, 1974.

#### BIENNIAL FLIGHT REVIEW

Part 61.57 of the Federal Aviation Regulations states that after November 1, 1974, no person may act as pilot in command of an aircraft unless, within the past 24 months, he has (1) accomplished a flight review given to him, in an aircraft for which he is rated, by an appropriately certificated instructor or other person designated by the Administrator; and (2) had his logbook endorsed by the person who gave him the review certifying that he has satisfactorily accomplished the flight review.

One item of the flight review is a review of the current general operating and flight rules of Part 91. In order to help pilots comply with this section, the South Carolina Aeronautics Commission and the South Carolina Technical Educational Centers are planning to present a ground school for the review of Part 91 and other pertinent sections in April. This program will be presented through a live closed circuit ETV program, with talk back capability from each class location. Classes will be scheduled in each of the Technical Education Centers in the State.

Complete information will be available in our February newsletter.

## SOUTH CAROLINA AIRPORTS APPROVED FOR FEDERAL GRANT

The Federal Aviation Administration of the Department of Transportation has approved two airport projects for communities in South Carolina. Funds in the amount of \$180,000.00 for the Sumter Municipal Airport to expand the aircraft parking area, construct taxiways, install taxiway lights, and visual landing aids. This project will be supplemented by state and local funds.

The City-County Airport of Florence was allocated a grant of \$37,718.00 for firefighting and rescue equipment on the airport.

The airport aid program was established by the Airport and Airway Development Acts of 1970 which was signed into law by President Nixon in May of that year. An ADAP allocation is the first step leading to a Federal grant for an airport project. Before the grant can be made, the airport sponsors must comply with all applicable Federal requirements.

For further information contact John F. Barry, South Carolina Aeronautics Commission. P.O. Box 1769, Columbia, S.C. 29202, 803-758-2766.

## S.C. AGRICULTURAL AVIATION ASSOCIATION, INC.

The Board of Directors of the SCAAA met at Columbia Metropolitan Airport on January 17 to formulate plans for the 1974 annual convention. The convention will be held on March the 4th and 5th in Columbia. This will be in conjunction with the annual ag pilots school which is conducted by Dr. J.B. Kissam of Clemson University. This one-day school for ag pilots is required for pilots operating in South Carolina.

Officers of the Association are: James C. Price, President; Lonnie Browning, Secretary-Treasurer; Elbert Page, First Vice President; Woody McKay, Second Vice President; Ken McNeil; Floyd R. Finney; John F. Barry; E.H. Lynam, Jr.; and Bobby Merck, Directors. Officers for 1974 will be elected at the March 4th and 5th meeting.

Speakers from the industry are being contacted for the business meeting. This promises to be the best attended convention that the Association has sponsored.

## AVIATION TRADES ASSOCIATION ELECTS OFFICERS

The South Carolina Aviation Trades Association at its January meeting elected new officers for 1974. New officers are: Jim Hamilton of Midlands Aviation, President; and W. F. Leineweber of Greenville Aviation Service, Secretary-Treasurer. Lindsay B. Hess, Frances Miller and John W. Hamilton will serve as Directors.

The Association has many accomplishments to its credit for its first year of re-activation. SCATA was instrumental in bringing about revision to FAR Part 141, in alerting aircraft owners and pilots to the Rooney-Goldwater amendment which assisted in the passage of important General Aviation legislation and also aided in revision of state sales tax regulations.

SCATA has had a very successful year and it is hoped that new members will join the organization to serve the interest of General Aviation in South Carolina. Firms represented at the January meeting were: Hawthorne Aviation, Charleston; Miller Aviation, West Columbia; Midlands Aviation, Columbia; Rock Hill Aviation, Rock Hill; Garrison Aviation, Clemson; Sumter Airways, Sumter; Greenville Aviation Service, Greenville; and the South Carolina Aeronautics Commission.

### NEW ILS

A new Instrument Landing System (ILS) arrived at the Columbia Metropolitan Airport on January 24, 1974. This system, furnished by the Federal Aviation Administration, will be installed on Runway 29. Construction will begin on or about July 1, 1974.

After this installation has been completed, both Runways 11 and 29 will have complete front course ILS capabilities. Runway 11 is the only Runway at Columbia at the present time to be equipped with a full front course instrument approach.

The FAA plans to upgrade the present ILS on Runway 11 to a Category II system after the new ILS is installed on Runway 29. Center-line lighting of the Runway required for Category II operation is the responsibility of the Airport sponsor. A Category II Runway allows approaches to be made with lower minimums and increases airport safety.

PILOT EXAMINER MEETING

The Annual FAA Designated Pilot Examiner Meeting was held on January 24, 1974 at the South Carolina Aeronautics Commission conference room. All 14 Examiners and the operations staff of the General Aviation District Office attended. The meeting was opened by John B. Cureton, Chief, and was conducted by James M. Starling, Principal Operations Inspector. The meeting was devoted primarily to discussions on the Revised FAR 61 (Certification of Pilots and Flight Instructors). Additional certification requirements and the new flight test guides were discussed in detail.

The new pilot training and certification concept seemed to attract most of the interest. Part 61 of the Federal Aviation Regulations has been revised and upgraded to reflect the complexity of the modern aircraft, as well as its operating environment. In the past, airman certification requirements could be met by training a student to pass a written test and then to demonstrate his ability to perform predetermined flight training maneuvers during a flight test. The new training and certification concept requires that the applicant receive instruction in and demonstrate his competency in "all pilot operations" listed in pertinent sections of Part 61 (revised). A pilot operation, as used herein, is a group of related procedures and maneuvers involving skills and knowledge required to safely and efficiently function as a pilot. The specific procedures and maneuvers used to teach the pilot operations are not listed in Part 61 (revised). Instead, the instructor is permitted to select procedures and maneuvers from FAA approved training publications pertinent to the certificate or rating sought. The instructor indicates by logbook endorsement that the applicant has demonstrated competency in all the required pilot operations and considers him qualified to pass the flight test. On the flight test, the examiner or inspector selects the procedures and maneuvers to be performed by the applicant to show competency in each required pilot operation. Each of the new Flight Guides contains a suggested flight test checklist. Prerequisites for flight tests (FAR 61.39 revised). To

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

8

(continued from page 7) be eligible for a flight test for a certificate, or an aircraft or instrument rating, the applicant must

- (1) Have passed any required written test since the beginning of the 24th month before the month in which he takes the flight test;
- (2) Have the applicable instruction and aeronautical experience prescribed in this Part;
- (3) Hold a current medical certificate appropriate to the certificate he seeks or in the case of a rating to be added to his pilot certificate, at least a third-class medical certificate issued since the beginning of the 24th month before the month in which he takes the test;
- (4) Except for a flight test for an airline transport pilot certificate, meet the age requirement for the issuance of the certificate or rating he seeks; and
- (5) Have a written statement from an appropriately certificated flight instructor certifying that he has given the applicant flight instruction in preparation for the flight test within 60 days preceding the date of application, and finds him competent to pass the test and to have satisfactory knowledge of the subject areas in which he is shown to be deficient by his FAA airman written test report.

Written test: Prerequisites and passing grades. (FAR 61.35 revised). An applicant for a written test must -

- (1) Show that he has satisfactorily completed the ground instruction or home study course required by this Part for the certificate or rating sought;

(continued on page 2)