

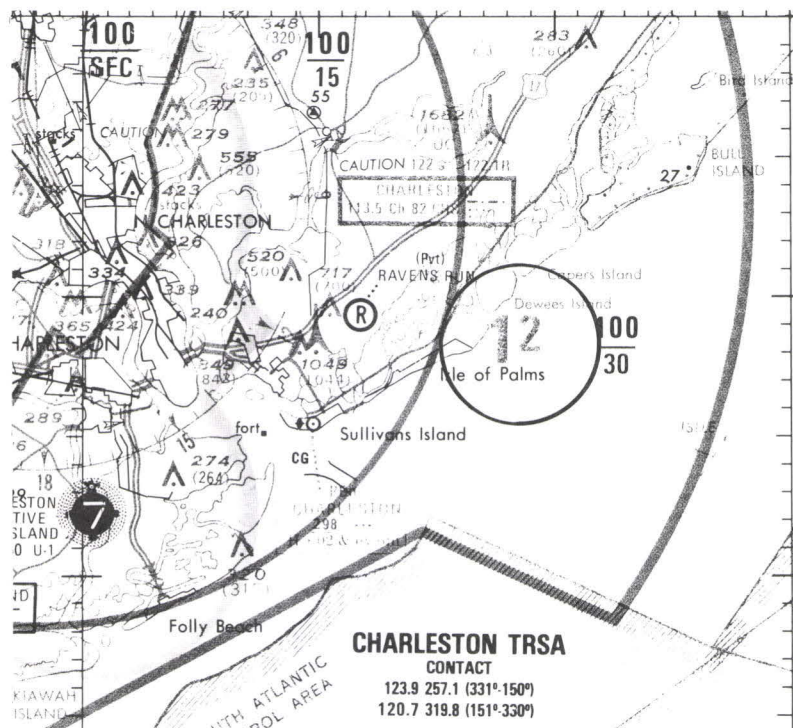
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Palmetto AVIATION

Volume 37, Number 1

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January, 1986



Pilots, please note.

The Maximum Elevation Figure (MEF) shown on the 1985-86 aeronautical chart east of Charleston is incorrect.

The MEF reads 12 (for 1200 feet) but should read 18 (1800 feet) because of a 1682 foot tower that was recently constructed 16 NM east of the Charleston International Airport.

The MEF's are shown in quadrangles bounded by ticked lines of latitude and longitude and are based on the highest known feature in each quadrangle.

Please change the 12 shown at left to make it read 18 on your chart.

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MAR 14 1986

Airport Seminar Planned for Columbia

Seminar outline, registration form, page 7.

A series of airport seminars to help public officials manage and protect their airport resources will be held at 17 locations around the country starting this month in Columbia.

The two-day seminar, sponsored by the National Association of State Aviation Officials (NASAO) will discuss the responsibility of airport sponsors, emphasize the importance of budgeting for success, introduce cost center accounting, emphasize the value of airport assets and the true benefit potential of an airport and suggest methods and techniques for gaining community support.

The course, set for Jan. 27-28 in Columbia, presents methods and procedures for budgeting, managing and maintain-

ing airport assets. Attendees participate in developing an airport budget and implementing cost controls on a hypothetical, but representative airport.

The seminar was developed specifically for public officials whose responsibilities include administration of local airports. Airport committee or board members, county boards, city council persons, or municipal employees with airport oversight will benefit from the seminars. Persons who prepare airport budgets and administer public funds for the operation and maintenance of airports should also attend. Airport managers may also find the program helpful.

The seminar is scheduled from 9 a.m. to 4:30 p.m. on the first day and from 8:30 a.m. to 3:30 p.m. on the second day. Lunch and morning and afternoon

refreshment breaks will be provided.

The fee is \$295 per person (\$275 tuition and \$25 non refundable registration fee) and includes seminar instruction, all handout material, refreshment breaks and lunch.

The fee is due to NASAO ten days prior to the seminar. The \$275 tuition fee is fully refundable if cancellation notice is received by NASAO up to seven days prior to the seminar. Otherwise, the fee is transferable to any seminar within six months.

In case a seminar is cancelled due to lack of sufficient pre-registrations, the registrants will be notified by telephone and given an option for rescheduling or a refund.

continued, page 6



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation. The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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At Will Termination of Pilots Must Follow Operations Manual

By Henry M. Burwell*

Recently the New York Court of Appeals decided that an airline breached its contractual obligations to its pilots and engineers who were discharged without regard to the company operations manual. The airline argued that the employees were "at-will-employees" who could be terminated at any time. The court found that the "at-will" doctrine had been modified by the provisions of the operations manual and the conduct of the employer. It awarded damages to the discharged employees. (*Gorill v. Icelandair*, 19 Avi 17,681 (1985)).

The dispute arose when the parent company union at Icelandair began pressuring its affiliate companies to hire excess Icelandair crews. As a result, International Air Bahama, a subsidiary of Icelandair, applied a retirement rule against certain employees which had not been used before and terminated others without application of any rule. The former employees asserted the terminations violated the seniority provisions of the manual while giving preferential treatment to Icelandic and Bahamian nationals.

Initially, the employees had signed an employment agreement with the company that covered a term of years. The agreement required the employee to repay training expenses if he quit before expiration of the term. After the term was served, all terms and conditions of employment for air crews were set forth and governed by the company operations manual. The manual provided that all reductions in force and terminations would be determined by seniority.

The New York law establishes the right of an employer to terminate an employee at-will when the employment relationship is one of indefinite duration. This rule has three exceptions which qualifies such termination when it occurs for a constitutionally impermissible purpose, a statutory proscription, or an express limitation in the individual contract of employment.

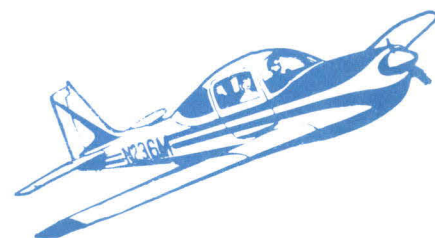
In this case, the court determined that the operations manual provisions and the

repeated written and oral assurances from the employer that the manual contained the controlling conditions of employment established a binding contract. Further, these manual provisions set forth "express limitations" on that contract. Consequently, the "at-will" doctrine exception would be followed to limit the employer's ability to discharge the employees not at will but according to the express limitations contained in the manual. As a result, the court ordered the airline to compensate the discharged employees for wages and benefits which they would have earned had they been retired according to the manual seniority provisions.

On November 18, 1985, the South Carolina Supreme Court created its first exception to the employment-at-will doctrine. In the case of *Ludwick v. This Minute of Carolina, Inc.*, et al, the court established the public policy exception. That exception now provides that a cause of action in tort for wrongful discharge arises when an at-will employee is terminated in retaliation for conduct that is consistent with a clear mandate of public policy.

In the *Ludwick* case an employee was discharged for fulfilling a civic duty in response to a subpoena. The court held that the South Carolina public policy exception is invoked only when an employer requires an at-will employee to violate the law as a condition of retaining employment. Therefore, the cause of action in tort in wrongful discharge in South Carolina applies only where the alleged retaliatory discharge constitutes a violation of a clear mandate of public policy.

*Mr. Burwell is a member of the Barringer, Allen, Pinnix & Burwell law firm in the Greenville, S.C. office.



Hardship no obstacle to Sam Sarvis II

Sam Sarvis II is one of those fellows who keep plugging right along, even in the face of the most difficult hardships. He's the kind of son any father would be proud of.

When he was five and took his first airplane ride with his father, he knew he wanted to be a pilot—but a tragedy at nine dimmed that dream.

On New Year's Eve, his left eye was blinded when someone threw an M-80 firecracker at him. But through determination he was able to overcome that handicap and achieve his goal and more.

Today at 21, he and his father run a cattle farm and aerial applying business in Loris. As evidence that he didn't let his handicap slow him down, consider these accomplishments: He earned his private license and is presently working toward his commercial license, instrument rating and flight instructor certificate. He also has an Aircraft and Powerplant (A&P) certificate and is working toward his Inspection Authorization (AI). In addition to helping his father in their business, he is also restoring a 1945 J-3 Cub and a PA-11.

Sam attended Horry-Georgetown TEC and Coastal Carolina College in Conway and received his A&P from North American Institute of Aviation in Conway.



He is active in the Future Farmers of America and received the prestigious Degree of American Farmer in 1983. He is a member of the National Cattlemen's Association and the American International Charolais Association.

As if he needed some more to do in his spare time, he also teaches in the Horry County Adult Education Program and finds time to attend church at the First Baptist Church of Loris.

Congratulations Sam!

Columbia Metro to expand cargo facilities

Columbia Metropolitan Airport will begin construction later this year of a new cargo terminal, access roads, and freight apron.

The expansion project will cost an estimated \$3.4 million. It will be funded through a federal grant of \$2.7 million with the remaining \$700,000 to be raised through normal airport revenues and reserves.

The second phase of the project will involve construction of a new passenger terminal concourse and relocation of present cargo facilities.

Breakfast Club



Breakfast Club meetings for January through June, 1986 are as follows:

Jan. 12 Orangeburg Municipal Airport, Orangeburg

Jan. 26 Grand Strand Airport, N. Myrtle Beach (Breakfast at Don's Pancake House)

Feb. 9 Charleston Executive Airport, John's Island

Feb. 23 Greenville Downtown Airport, Greenville

March 9 Owens Airport, Columbia

March 23 Dillon County Airport, Dillon

Apr. 6 Aiken Municipal Airport, Aiken

Apr. 20 Bryant Field, Rock Hill

May 4 Berkeley County Airport, Moncks Corner

May 18 Laurens County Airport, Laurens

June 1 Daniel Field, Augusta, GA

June 15 Open (father's day)

June 29 Woodward Field, Camden

Breakfast club members normally arrive between 9 and 9:30 a.m. Breakfast starts at 10 and is usually over by 11 a.m.

FAA offers new hotline

The Federal Aviation Administration (FAA) has a new toll-free consumer hotline that pilots can use to report problems with services, suggest improvements in FAA procedures or lodge complaints.

To use the FAA consumer hotline call 1-800-FAA-SURE. A separate number, 1-800-255-1111, is available for safety issues.

The lines were set up earlier by the administrator to enable the agency to be more responsive to the user community.



Don't be Grounded By Ground Hazards

Learning to taxi an aircraft on the ground is one of the first operations a student pilot is taught during training. Apparently, the old cliché, "First learned, first forgot," holds true with pilots, too, because a surprising number of accidents or incidents occur during the taxi operation.

The old "Heads up!" admonition to pilots also applies while an aircraft is on the ground. Too often, FAA accident statistics note, a pilot's attention is diverted to cockpit business—switching radio frequencies, fumbling with charts, chatting with passengers—instead of taxiing safely.

Pilots who don't devote their full attention to taxiing had better be on good terms with their aircraft repair shop.

Ground operation hazards are many, and some can result in substantial damage. Taxiing off the side of runways and taxiways. Striking runway marker lights or reflectors. Colliding with a snowbank. Dropping the nose or landing gear into a pothole. Hitting the wingtip of a parked aircraft.

Other hazards are less common, but occur nonetheless. Taxiing into a fuel pump or fuel truck. Striking a flight line attendant. Or crashing into an aircraft hangar.

These accidents rarely result in personal injury, fortunately, but damage to the aircraft can be, and often is, substantial and expensive. Explaining such mishaps to the investigating authorities and other involved parties can be embarrassing to a pilot, because there is seldom an acceptable excuse for having an accident while taxiing.

Taxiing appears to be such an elemen-

tary operation that pilots become complacent and inattentive to ground control of the aircraft. Operating on the ground during higher than normal or gusty wind conditions, or in close proximity to large and turbine-powered aircraft, can be particularly hazardous for small general aviation aircraft.

Pilots should consult their pilot operating handbook for instructions on how to position the ailerons and stabilizer (or stabilator) during taxi in windy conditions. The procedure will vary somewhat from aircraft to aircraft and depend, also, on the direction of the wind.

The original CAA Pilot Training Handbook, published in 1938, advised students and pilots to taxi no faster than a person walking rapidly. This is still very sound advice when taxiing on ramps and in parking areas. At most times, you should taxi slowly enough that the aircraft will stop instantly when the brakes are applied, or the aircraft will stop on its own when the throttle is closed.

The best way to avoid taxiing accidents, of course, is to be alert at all times. To avoid an unpleasant encounter with an object on the ground, you must first be *looking* for the potential hazard. The "see and avoid" concept works as well on the ground as it does in the air.

Keep a sharp lookout outside of the cockpit. This is not the time to be studying charts, running cockpit checklists, or copying ATC clearances.

Experienced pilots suggest that you test your brakes before moving more than the length of the aircraft. Taxi slowly . . . and cautiously.

If the clearance between objects—other airplanes, a hangar, a fuel truck, to

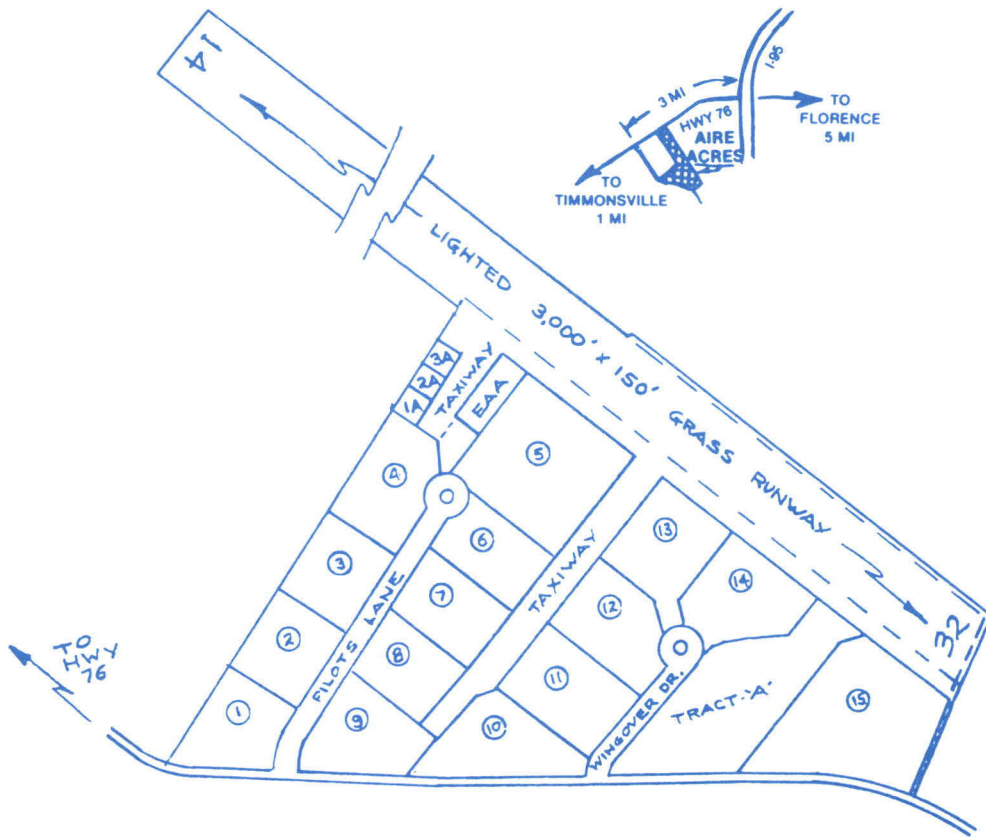
name a few—looks too narrow, it probably is. Stop. Shut down and look, or have someone on the ground guide you through.

If your guide is a passenger, make absolutely sure the individual is informed of the proper procedure to exit the aircraft. While the engine of the aircraft being exited should be shut down prior to disembarking, there are still many potential hazards on an airport ramp that could injure the individual, including the propellers of *other* aircraft. Never assume your passengers know how to move safely around an airplane.

Be familiar with your airport layout. Know where the potential hazards lurk—a deteriorating area of blacktop on the runup pad, the overhang on a hangar, a warning sign located too closely to the taxiway or, maybe, a deep rut formed by aircraft tires that have repeatedly slipped off the taxiway. Be alert at all times!

When you're parking the aircraft, don't feel as though you have to "drive" into your tiedown spot. The risk of brushing another aircraft is just too great. If the area is congested, or if you aren't certain what hazards might be hiding in the high grass, it's better to shut down and then use the towbar to maneuver the aircraft into the tiedown spot. This procedure also will help you spot such hazards as chocks, tires used to mark the tiedown anchors, supply lockers and the like.

Above all, perhaps, develop the proper mental attitude that says the flight begins with the preflight and taxi operations. If you don't begin to "fly" the airplane until it reaches the active runway, you're a likely candidate for having a ground hazard ground your flight.



Airpark planned at Huggins

Aire-Acres, a residential air park built "by pilots, for pilots" was dedicated last month at Huggins Memorial Airport at Timmonsville.

The development, billed as a family oriented community, features 3/4 to 2 acre lots with taxiway access to the lighted 3000 foot turf runway.

The brochure publicizing the development says pilots will be able to "land in your own backyard; taxi your plane right to your door."

According to Ray and Rose Kaess who developed the project, "Aire-Acres is a residential air park where you live, play and fly. It is a family oriented community for a special kind of people who love flying, similar in idea to owning a boat and living on a lake."

The development is located on the south end of the airport, off highway 76. For more information, contact Ray and Rose Kaess at P.O. Box 356, Timmonsville, SC. Phone (803) 346-2191.

Flight Line Service training package available from AOPA

The AOPA Air Safety Foundation, under contract to the Federal Aviation Administration, has developed a new aircraft flight-line service training package designed to enhance flight-line safety and help eliminate misfueling accidents. This new training aid is intended for use by fixed-base operators and aviation training facilities that employ or train personnel in aircraft handling and fueling.

Available either in a 25-minute 16mm film or video cassette (VHS or Beta), the package comes with ten copies of a companion training manual, and takes the viewer through all phases of aircraft directing, parking, taking service orders and handling. It also gives in-depth instruction in aircraft fueling methods and safety.

The training manual includes text and photographs that describe each step covered in the film. Different types of aviation fuels, fueling procedures and devices are discussed. The training package also focuses on probable airport misfueling situations.

The 16mm film package is \$325. The video cassette package is \$69.95. There is a \$2.50 charge for postage and han-

dling. To order or for more information, contact the AOPA Air Safety Foundation, 421 Aviation Way, Frederick, MD 21701 or call our toll free number, 1-800-638-3101. In Maryland, Alaska and Hawaii call 1-301-695-2190. Visa, MasterCard and American Express Charge Cards are accepted for telephone or mail orders.

The AOPA Air Safety Foundation is a non-profit foundation dedicated to promoting aviation safety, pilot training and flight research. It is the aviation safety arm of the Aircraft Owners and Pilots Association.

AOPA ground schools

The AOPA Air Safety Foundation will conduct a flight Instructor Refresher course in Charlotte, NC Jan. 24-26.

A weekend ground school course featuring private/commercial written exam and instrument/IFI written exam, will be held Jan. 17-19 at Savannah, GA.

To register, call 1-800-824-7820.

FAA rule: transponders must be on

FAA has issued a final rule requiring pilots of aircraft equipped with transponders to keep the devices turned on when flying in controlled airspace. Currently, all air carrier aircraft and approximately 70 percent of the general aviation fleet have this equipment.

The new rule does not expand the requirement for carriage of transponders which presently must be installed and activated for flights in designated terminal control areas and in enroute airspace above 12,500 feet. But pilots who have this equipment will now be required to have it turned on when operating in all other controlled airspace, such as airport control areas, designated federal airways and transition zones.

The only exceptions to this requirement will be those authorized by controllers for operational reasons such as excessive radar clutter caused by too many transponder replies in busy traffic areas.--FAA Southern Intercom.



S.C. Wing CAP Cadet of the Year

Shawn B. Copeland of the Greenville Squadron, was named the S.C. CAP Cadet of the year in ceremonies at the Annual Wing Conference. At left, is Col. Eugene E. Harwell CAP National Vice Commander; right, Col. William E. Hobson, S.C. Cap Wing Commander.

Achievement awards given at S.C. CAP annual wing conference

The S.C. Civil Air Patrol Wing Conference was held Nov. 9 in Myrtle Beach at the Ocean Creek Resort.

Shawn B. Copeland of the Greenville Squadron was named S.C. CAP Cadet of the Year. Willie J. Francisco of the Sumter Squadron was named Senior Member of the Year.

Commander's Citations were presented to Col. Douglas T. Abercrombie, Lt. Helen W. Morrisset, Lt. Clifford W. Morrisset, Lt. Harold G. Bueneman, Capt. William A. Walls and Capt. Francisco.

The Edgefield Squadron received an

award for the best safety record by a squadron and 1Lt. Bobby C. Varnadore received an award for the most contributions toward safety for a senior member.

Awards were also presented for the annual cadet rocket competition that was held Oct. 26. First Place: Kirk Bigger, Columbia Composite Squadron; second and third place: Kimberly C. Jollow and Whitney Mallard, Coastal Charleston Squadron.

Col. William E. Hobson, outgoing wing commander, was presented the Dedication of Duty Award.

Airport Seminar

continued from page 1

The seminar will be presented by Roy Eckrose and Bill Green of Eckrose/Green Associates of Madison, WI. Green is a former airport engineer with the Wisconsin Department of Aeronautics. Eckrose spent more than 18 years in government and, for the past 16, has been a consultant to a variety of government clients.

The National Association of State Aviation Officials represents 48 state aviation agencies as well as Puerto Rico and Guam's Aviation Departments. Its members are the aeronautics Commissions and departments created under the laws of various states to foster, develop and regulate aviation at the local and state levels.

For further information, contact Wayne Corley or Bill Goodwin at the South Carolina Aeronautics Commission - (803) 758-2766 or Debra Chandler at NASAO, (202) 783-0588. A seminar registration form is included on the next page. Just clip and mail.

Commission is smaller today

While most state agencies grow bigger and bigger every year, the Aeronautics Commission has actually gotten smaller, agency records show.

In 1947-48, the Commission had 74 employees on the payroll. Today, the agency has less than 40 employees. 37 years ago, under the direction of Dexter Martin, the Commission employed a number of technicians to survey and build airports. The payroll lists such job types as "surveyor," "rodman," "instrument men" and "supervisor of construction" as well as a "lab technician."

The current airport development staff consists of one engineer and two planners who have responsibility for processing grant requests, airport 5010 inspections, drafting the comprehensive state airport system plan and consultation on and coordination of a wide variety of airport development issues and problems.

SEMINAR OUTLINE

FIRST DAY

Airport Support Agencies — Past, Present and Future Roles

- Federal
- State
- Local

Owner Responsibilities and Opportunities

- Role of Airport
- Management
- Minimum Standards
- Potential Development

Safety — A Most Important Consideration

- Who's Responsible?
- What's an Acceptable Risk?

Clear Zones, Safety Areas and the Airport Environment

- Obstructions and Hazards to Air Navigation
- Compatible Land Use

The Airport Plan — Guide to the Future

- Master Planning
- Airport Layout Plan
- Preserving Existing Facilities

Organizing for Maintenance Management

Introduction to Maintenance Management

- Inspection and Testing
- Developing Projects

SECOND DAY

Airport Facility Maintenance

- Airport Sponsor Obligations
- New Methods of Maintenance Monitoring

Safety and Emergency Response

- Preparing for Emergency
- Accident/Crash Response
- Disaster Relief

Property Management

- Sources of Revenue
- Leasing and Renting
- Delegation and Control

Airport Services as a Gateway to Your Community

Budgeting

- Defining the Needs, Costs, & Revenues
- Negotiating the Bottom Line

Cost Center Accounting

- Analyzing Cost/Benefit
- Making Logical Decisions

Value of an Airport

- Economics
- Health and Welfare
- Recreational
- Educational

Gaining Community Support

- Collecting Information
- Educating the Public

Registration Form — AIRPORT SEMINAR

Fee: \$295 per person

(Please print)

Name _____ Title _____

Agency/Organization _____

Address _____

City _____ State _____ Zip _____

Work phone _____ Home phone _____

☐ Payment enclosed

☐ Forward bill to agency/organization

☐ I cannot attend during this series, but I may be interested in future seminars. Please add me to your mailing list.

SELECT A LOCATION AND DATE CONVENIENT TO YOU (Indicate your 1st and 2nd Choices):

- ☐ Jan 27-28 Columbia, SC
- ☐ Jan 30-31 Orlando, FL
- ☐ Feb 4-5 Montgomery, AL
- ☐ Feb 10-11 Baton Rouge, LA
- ☐ Feb 13-14 Albuquerque, NM
- ☐ Feb 20-21 Seattle, WA

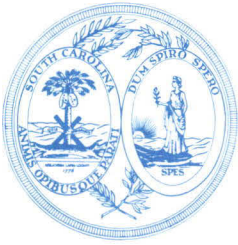
- ☐ Feb 24-25 Grand Rapids, MI
- ☐ March 10-11 Springfield, IL
- ☐ March 13-14 Green Bay, WI
- ☐ March 20-21 Sacramento, CA
- ☐ March 24-25 Los Angeles, CA
- ☐ April 7-8 Richmond, VA

- ☐ April 14-15 Denver, CO
- ☐ April 17-18 Rapid City, SD
- ☐ April 21-22 Portland, ME
- ☐ April 24-25 Kansas City, MO
- ☐ April 29-30 Boise, ID

Please make check payable to: NASAO Airport Seminar.

☐ Please send lodging information.

Return this form to: NASAO, 777 14th Street, NW, Suite 717, Washington, DC 20005. Or call: 1-202-783-0588.



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AOPA urges pilots to talk about GA

FREDERICK, MD--The Aircraft Owners and Pilots Association is putting greater emphasis on its Speakers' Bureau and is seeking general aviation pilots around the country who want to make presentations to local community groups about flying and general aviation.

AOPA President John L. Baker said a vigorous speaker's program is necessary if the public is to have an appreciation and understanding of the contributions to society made by general aviation.

"Too often we talk only to ourselves," Baker said. "As a result, non-aviation people are not hearing the general aviation story. Our fellow citizens are unaware that general aviation flies a half million passengers daily, moves freight

and goods, vital organs for transplants, sows and treats crops, inspects pipelines, patrols forests for fire prevention, reports on traffic, and helps in crime fighting. And these are just some of the uses of general aviation aircraft!"

With 265,000 members nationwide, Baker said no other group is as uniquely situated to coordinate such a program as the AOPA Speaker's Bureau. A number of members, he said, have written to AOPA volunteering to speak before local schools, civic groups, and business and professional associations to promote the general aviation story.

"This effort is an important part of the overall program to educate our non-flying fellow citizens about the value and benefits of general aviation. For pilots to

ignore the rest of America is not in our interest, considering that we number only about three-tenths of one percent of the population," Baker said.

Pilots interested in participating in the program should write to Speaker's Bureau, c/o Edmund Pinto, Sr. Vice President - Communications, AOPA, 421 Aviation Way, Frederick, MD., 21701.

By return mail, speakers who sign up will receive information about the program, how it works, tips on making speeches, suggested groups to speak to, as well as a speaker's kit containing a variety of prepared speeches on various aspects of general aviation.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.