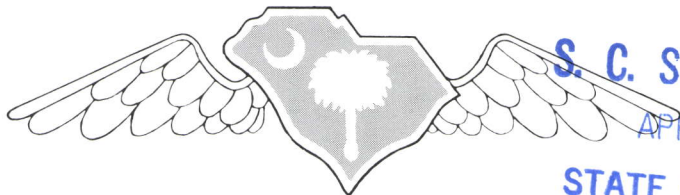


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# South Carolina Aeronautics Commission



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# Aviation Newsletter

VOLUME 28

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NUMBER 10

## Airport Development Conference Held At Myrtle Beach

The South Carolina Aeronautics Commission held the first of what is expected to be an annual affair last month: a conference on airports where operators, FAA and state representatives and consultants came together to talk about problems in developing facilities and work toward solutions.

The two-day conference was held Sept. 6 and 7 in North Myrtle Beach at the Howard Johnson's Tower. About 50 people attended and most everyone agreed the conference was instructive and should be held on a regular basis.

Bob Harris, Assistant Chief of the Atlanta Airports District Office, and John Garner, Airports Planner for South Carolina, were there representing the FAA. Wilbur Smith and Associates, Raiké and Associates, Talbert Cox, D.C. Barbot and Engineering Associates were present as was the staff of the Aeronautics Commission, including director John Hamilton.

During the business session, Harris and Garner talked about federal funding of airport projects.

Harris noted that the federal share under the Airport Development Aid Program (ADAP) had been reduced by Congress from 90 to 80 per cent beginning Oct. 1. This means the State and local groups will have to pay more of the total construction than in the past.

However, Harris said, the FAA's "discretionary funding" will be allocated on a first come, first served basis even if the project is last on the FAA's

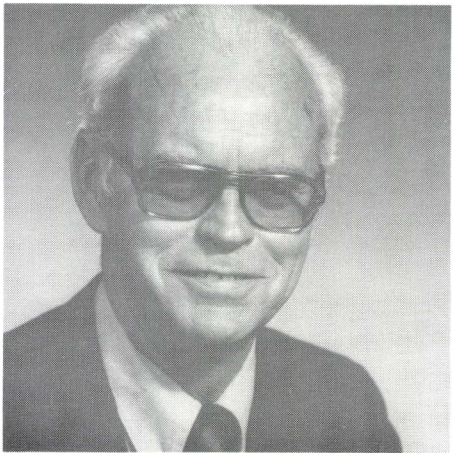
list. The discretionary money is one-third of that pot set aside for air carrier airport development. The first two-thirds are allocated to the airports on the basis of emplaned passengers. Under that policy, those airports which get their projects ready to go first will get the discretionary money.

Garner told the participants that federal funds are "quite restricted." He said those projects which have the best chance of being funded are those which do not have environmental problems and those where some effort is made to ensure compatible land use planning.

If there are towers, smokestacks or a landfill (which will attract birds) around the airport site, it probably won't be approved. Neither are apartments or townhouses compatible with airports. A better location would be near an industrial site or park, he said.

Dan Fraley, Airport Development Coordinator with the Aeronautics Commission, explained that changes in state law now require the agency to have a certificate from local officials on file stating that the local share is on hand and has been encumbered. He also advised those requesting state payments to finish their projects and send the paperwork to the commission at one time, rather than piecemeal. The state will participate up to 50 per cent of the local sponsor's contribution.

On the state level, also, money is



FRED G. EDWARDS SR.

## Hemingway Man New Commissioner From 6th District

Fred G. Edwards Sr., a Hemingway businessman and pilot, was appointed to a four-year term on the Aeronautics Commission July 25 by Gov. James B. Edwards.

Edwards is employed by the Edwards Trucking Co. and is president of Eastern Leasing Inc., Warehouse Associates Inc., Charter Rentals Inc. and Grier Brothers Supply Inc. He is past president and chairman of the board of the Motor Transportation Association of South Carolina and is presently a member of the board.

Edwards, 50, was active in pioneering aviation in the Hemingway area and helped establish the first airport there 25 years ago. He soloed on his 16th birthday and presently holds a commercial instrument ticket and is rated in multi-engine and helicopter aircraft.

He served on the Williamsburg County Aeronautics Comm. and two terms on the Hemingway Town Council.

**Continued next page**

### 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.

**James B. Edwards**  
Governor

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Mailing address: P.O. Box 1769, Columbia,  
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## Flight Instructor Refresher Course Set Oct. 14-16

A Flight Instructor Refresher Course conducted by the AOPA Air Safety Foundation will be held in Columbia Oct. 14-16 at the Quality Inn, I-20 and Broad River Rd.

The course provides a good opportunity for flight instructors, instructor applicants, ground instructors or FBO's to renew their ratings or get up-to-date refresher training.

FAA regulations require that a flight instructor certificate be renewed every two years. It can be renewed without taking a practical test provided the instructor has completed an approved course (such as the AOPA course) within 90 days before the application for the renewal.

Instructors this year will be Al Passell, Joe Vorbeck and Bert Greene. The course fee is \$50. For further information write or call Frederick R. King, Director, Flight Instructor Department, AOPA Air Safety Foundation, Box 5800, Washington, D.C. 20014. Call toll free 1-800/638-0853.

# Conference

Continued from page 1

tight, he said. The Commission has requests from airports amounting to \$6.2 million, but only \$1.8 million was appropriated by the General Assembly. Recently, the commission allocated \$372,423 of that to the Charleston Aviation Authority to move the hazardous cargo handling facility which is on the site of a proposed new terminal building. (See story, page 3).

Jimmy Goff, commission planner, told the conference about the new computerized state systems plan being compiled by the agency. (See article, page 3) When completed, it will enable the state to priority plan on state funding, like the FAA does with federal funds. Goff said South Carolina is the first state in the nation doing this.

Alan Alexander, another commission planner, talked about the work he is doing to develop a set of minimum standards for airport construction. Instead of using already developed standards (highway paving criteria for runways, for example) the state will create its own standards for airport configuration, design of pavement and drainage systems, terminal buildings and construction materials.

Before the meeting ended, Robert "Pancho" Pasqualicchio, manager of Myrtle Beach and Dick Gossett, Greenville Downtown manager, brought up the subject of equipment, some of it FAA approved and some not, that might be suitable for small airports.

Plastic reflectors, glued to the asphalt every 100 feet down the middle of the runway are quite visible and much cheaper than runway lights. Pancho said a new VASI, called a bar alignment VASI has just been approved for use by the FAA. It employs the simple method of lining up two bars for daylight approaches and neon lights at night. For those airports with runways needing resurfacing it was suggested a coal tar-sand slurry would provide protection for three or four years until a major resurfacing job could be accomplished.

A highlight of the conference was the luncheon talk by Len Povey, a pioneering aviator who's been flying longer than most of us are old. Povey has

spent 52 years in the cockpit and is the flyer who originated the Cuban Eight aerobatic maneuver while he was serving as director of the Cuban Air Force under Battista from 1934 to 1938.

He's full of good stories and could have talked for hours. Interestingly, he said he invented the Cuban Eight by accident. During an air show he was planning to do a loop with a double roll at the top, in his Curtis Hawk. But when he got ready to roll he was too fast so he came on around in a figure eight and "decided to make something out of it."

Afterwards, someone asked him what the maneuver was. He thought for a minute and said, "Well, that was a Cuban figure eight."

## Agency Paperwork Not Harassment, Sen. Lindsay Says

Sen. John C. Lindsay, Chairman of the Senate Transportation Committee, told airport operators at Myrtle Beach last month that the Aeronautics Commission and its requisite paperwork is not meant to harass but to help the efficient development of airports in the state.

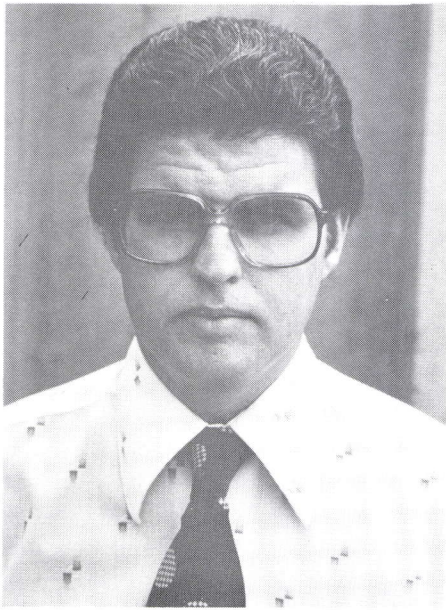
"I do believe that the commission has developed an approach to helping that can be beneficial to you and not harassing...If you think we are just trying to inject more paperwork for you and harass you, I hope you will see that what we are doing is setting up a system of having a complete understanding, in a central place, of the airport facilities, the plans and development of airports or air flying in South Carolina."

Lindsay said the airport owners and operators should be proud of the way in which state industry is developing and the way in which the commission is encouraging that development.

"We have a fine set of people on the Aeronautics Commission and I believe we've got just as good a staff now, got just as fine a director, as any state in the Union.

"It may surprise some of you, but our aeronautics commission, and the way it's developing new programs and new approaches, has really been envied by many, many other states," he said.

# Who Is This Man?



**JOHN FLOYD**

**\$372,423**

## Commission Okays Funds For Charleston Airport

Last month, the Commission unanimously voted to give the Charleston County Aviation Authority more than \$372,000 in state funds; a grant which will pave the way for a modern new terminal building at Charleston International Airport.

The grant is a significant one because the agency has only \$1.8 million available for airport projects in the state and \$6.2 million in requests.

The Commission action came during a special meeting Sept. 22 which was requested by Aviation Authority Chairman William Craver. Craver told the commission that the existing Air Force hazardous cargo storage facility had to be moved before a new terminal could be built on the site.

Class A explosives, including nuclear weapons, are stored overnight at the facility when they arrive at the Air Force base enroute to the armaments storage facility at the Naval Weapons Yard.

It was thought a new hazardous cargo area could be build southwest of the present terminal on a former strip mine for \$3.8 million. However, the lowest

No, he's not a mafia hit man. He's John Floyd, a planner with the commission who will be visiting airports around the state to gather data for the newest state systems plan being compiled by the agency.

Floyd has already been to Fairfield and Newberry and in the next few weeks he will be visiting your airport if it is one of the 76 included in the state systems plan. (If your airport has gotten state funds for a project in the past, it probably is included in the plan.)

The big difference in this latest plan is that it will be put on computer. The first state systems plan was prepared in 1970 to assist the commission in setting priorities for airport development

and capital improvements over the next 20 years. Since then, the plan has been updated once, but it takes so long to update it that it is almost out of date before the update is completed.

The computer will help solve this problem for the commission. With the computer's great speed and organizational capability, the staff will be able to update airport files in a fraction of the time it took formerly. In addition, the computer makes a much more efficient planning tool. Planners will be able to get specific information in a useable form without having to work through voluminous files and taking notes by hand.

At each airport, Floyd will talk to the manager of FBO if he's available and fill out a number of forms, each one containing detailed information on a single item—such as runway, taxiways, lighting, facilities, etc.

When all the data has been entered, it will be possible to get a wealth of detailed information on each airport with the press of a few buttons; information such as runway length and composition, type of lighting, number of operations, approach slope clearances, to name just a few. The same information will also be available to airport owners and managers who request it.

The Commission received an \$80,000 grant from the FAA to do the plan and is leasing time on the University of South Carolina's computer. A video terminal and printing terminal has been installed in the commission's offices at the Columbia airport.

## Painting Control Surfaces

When repainting control surfaces of an aircraft, the manufacturer's recommended procedures should be followed. Some manufacturers require rebalancing the control surface only after repair and painting, while others require rebalancing if the surface is to be repainted without stripping. By not following the manufacturer's recommended procedures, flutter can develop in the control surface causing an unsafe condition.

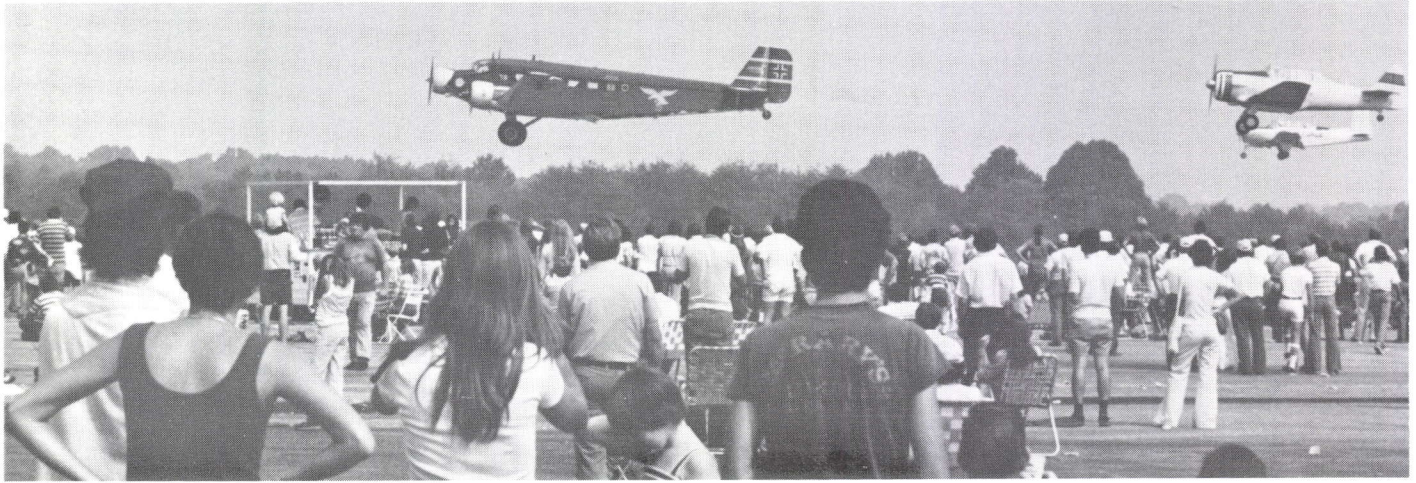
bid received was \$1 million more than that.

Charleston Airport Director James J. Gehring said site work on the old mine is the cause of the overrun. He said part of the site preparation work was estimated at half or a third of the bid price. Contractors consider the strip mine a very difficult site to prepare and the bids reflect this.

Craver told the Commission the Authority has managed to cut the construction cost of the weapons facility to \$4.3 million. He said the Federal Aviation Administration would fund most of the project, but the Authority needed \$372,423 in state funds if the work was to go ahead. The Authority would match the state funds with local funds, Craver said.

In approving the grant, the commission noted a new terminal building was a priority need in the state airport system. It also noted that when the legislature appropriated \$1.8 million block grant for airport development this year, it instructed the agency to distribute it on a first come, first served basis.

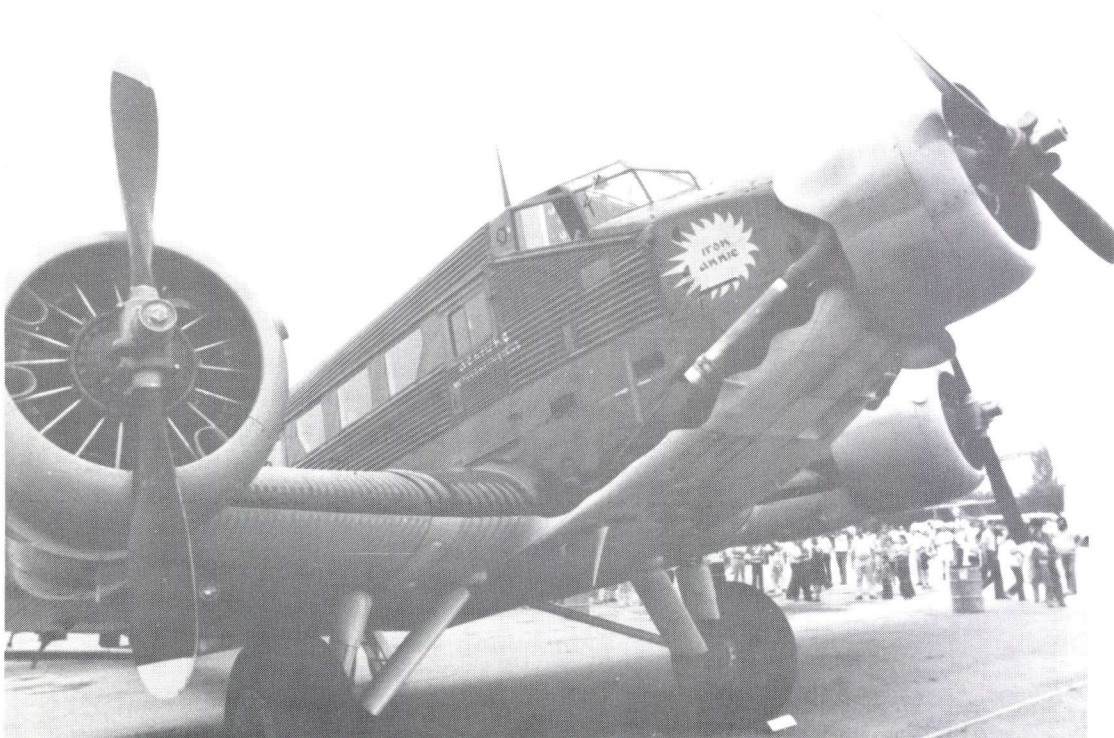
# Hundreds Turn Out For Gr



## Air Command Fly-By

*For the first time, airplanes of the Valiant Air Command performed at the annual Greenville Air Show to the delight of the crowd. A Junkers JU-52, followed by an AT-6 and a T-34 makes a low pass over the runway as*

*the crowd looks on. The Command, an offshoot of the Confederate Air Force, stages aerial demonstrations throughout the Eastern United States with its fleet of privately-owned World War II aircraft.*



Aeronautics  
Commission  
Photos

## Used By Hitler

*This Junkers JU-52, flown by author Martin Caidin, was used by Hitler as a staff airplane during World War II. It is the only German-built Junkers flying in the world today, according to the Valiant Air Command. Caidin found it in Ecuador where it was being used to ferry mine supplies.*



# Pittsburgh Downtown Air Show



## Center Attraction

*The old Junkers was by far the most popular aircraft at the show. Author Caidin, left, found and restored the airplane but didn't realize it was an authentic German-built Junkers until he started digging through the logs. Caidin is the author of several aviation and space books including "Cyborg" the story of a bionic-limbed astronaut which was the basis for the TV series "Six Million Dollar Man." He's working on several books now, including one on the Junkers, according to his wife. Right, a budding pilot gets a close look at an Air Force turbo trainer, one of several fixed wing and helicopter aircraft on static display during the show.*



## Aerobatic Performers

*Besides the old warbirds, spectators got a taste of some spectacular acrobatics from these four aircraft: a Pitts Special, a Bonanza, a Citabria and a new Bonanza-category craft called the Windecker Eagle.*