



development along the sea breeze line can be seen and to a lesser degree the small cumulus clouds developing in a ring around the larger lakes in S.C.

The accompanying photo is an infrared picture taken at 0430EDT [0830Z] July 2, 1975. It shows dramatically the spiraling cloud pattern associated with tropical storm Amy about 300 nautical miles east of Cape Hatteras. Cloudiness just northwest and north of the Great Lakes accompanies a stationary front. Large scattered thunderstorms can be seen in the northwest Gulf of Mexico, also over the Bahamas.

The addition of this fine equipment will let the Forecaster detect changes in the weather as they take place. Short range forecasts can not be issued in greater detail and most important severe weather warnings issued earlier with a resultant savings in life and property.

#### S.C. WING RATED NUMBER ONE

The South Carolina Wing of Civil Air Patrol has moved from 45th Wing in the Nation to Number One in only 12 months. South Carolina competed with 50 other states including Puerto Rico and the Nation's Capitol in achieving the number one position. The standings are based on 24 different evaluation areas. The National standings are published monthly by the Commander of Civil Air Patrol and points are accumulated on a calendar year basis. Each of the 24 evaluation areas must be completed in accordance with strict standards established by the National Commander.

Brig. General William Patterson, Chairman of the National Board, praised South Carolina's efforts in achieving the number one spot, saying, "The hard work and dedication of the members of the Wing show that they have attained a high degree of readiness and training. The Corporation is proud to have members of this caliber in Civil Air Patrol." The Civil Air Patrol, is a private, nonprofit corporation, which is an auxiliary of the United States Air Force. It is a volunteer search and rescue organization with responsibility for seeking lost or downed aircraft in the continental United States.

A breakdown of the top ten wings in the nation include: South Carolina, Louisiana, Arkansas, Mississippi, Pennsylvania, Virginia, Alabama, Tennessee, New Hampshire and Arizona.

#### MIDLANDS INAUGURATES NEW COURSE

Midlands Aviation Corporation at Owens Field in Columbia recently completed their first Co-Pilot Course. This course was designed for wives and friends of pilots to teach them radio and flight procedures to follow in the event that the pilot becomes incapacitated. The course consisted of 8 hours of ground school which was taught by Fred Begy, Chief Ground Instructor at Midlands Aviation and approximately 5 hours of flight training. The students flew from the right seat and emphasis is placed in navigating to an airport and making a successful landing. Those completing the course were as follows: Mary Mitchell, Judy Davis, Richard Curtis, Linda Arnold, Linda Shumard, Linda Smith, Polly Kosko, Betty Durcan, Jan Mellette, Ann Randall, Hilda Hall and Cynthia Moore.

Midlands intends to run the program 2 or 3 times a year if sufficient interest is generated. Contact Fred Begy for further information.

#### AOPA PLANTATION PARTY

The Aircraft Owners and Pilots Association Annual Plantation Party and Industry Exhibit will be held in San Diego, California October 7 through 12, 1975.

Emphasis for the '75 Plantation Party is on aviation education, Clinics, lectures, flight training, aviation films and "how-to" sessions designed to increase pilot proficiency and awareness will receive top billing.

Recreation, entertainment, sightseeing, great food and spirited cocktail parties vie for attention on the social side of the convention.

You'll read about new coming events in this issue of advance Plantation Party news. So whether you come as a daily registrant for a day or two--or on the money saving package plan for the entire Party, you'll find more to do and see than time will allow. Com for a day or for a week. Learn and "live it up" at the 1975 AOPA Plantation Party and Industry Exhibit.

For additional information write: Plantation Party, AOPA, P.O. Box 5800, Washington, D.C. 20014.

## AIRPORTS

On the last day of 1973, the FAA recorded 12,700 airports used by civil or joint civil-military aviation in the United States and its territories. Despite reports of 353 abandonments during the year, the net total had grown by 295 aircraft landing facilities from 1972.

Heliports are the most rapidly increasing type of facility. The number of heliports in the continental United States has tripled since 1965. During the same period, the number of airports increased 24.5 percent. The construction of new airports has diminished in recent years. Between 1972 and 1973, the rate of increase was about 1 percent.

Airports are also classified by ownership, lighting, and pavement. About 36 percent of all facilities are publicly owned and 64 percent privately owned.

The number of airports with paved runways and runway lights has increased continually for the past decade. Of those airports with paved runways, 3,032 are lighted and 1,495 are not lighted. Only 848 airports without paved runways have no lighting.

Over the past ten years, the ratio of public to private airports has increased slightly. Although the portion of airports with runway lights has remained at about 30 percent, the fraction of airports with paved runways has grown considerable during the decade. In 1963, 28 percent of all airports had paved runways; in 1973 the figure had risen to nearly 36 percent.

In 1973, 88 new Instrument Landing Systems were installed in U.S. airports, the largest annual increase in a decade. The number of ILS's has doubled since 1963.

FAA operated 386 airport control towers in 1973. Seventy-three percent of the operations handled by the towers involved general aviation aircraft.

## BREAKFAST CLUB NEWS

On August 10 at Sumter, 13 aircraft flew in for the Breakfast Club meeting. 45 people were on hand for the Breakfast in the new CAP building. Featured guest for this program was Congressman Ken Holland.

On August 24 members of the Club were guests at President Hawkins home which is adjacent to the Camden Airport. This was one of the larger meetings of the season with 35 aircraft and over 100 people enjoying a delicious breakfast.

Several outstanding meetings has been arranged for this fall. The most important is the October 19 meeting at Orangeburg which will be the election of officers. Members will get the opportunity to visit Charleston

Air Force Base on October 11 and on September 7 a special program is planned for the South Carolina Air National Guard Base at McEntire. The schedule through November is as follows: September 7, McEntire; September 21, Georgetown; October 5, Spartanburg; October 11, Charleston AFB; October 19, Orangeburg; November 2, Florence; November 17, Camden; and November 30, Open.

## SPIRIT OF 76 FLY-IN

The Bicentennial Community of Georgetown, South Carolina proudly announces the "First Annual Spirit of 76 Fly-in", scheduled for the Georgetown County Airport, September 19-21, 1975. The three-day event, which is anticipated will become a regular event on the EAA annual calendar, is being co-sponsored by the Georgetown County Bicentennial Commission, the Georgetown Office of the Greater Myrtle Beach Chamber of Commerce and the Georgetown County Airport Commission.

All classes of aircraft; antiques, Homebuilts, experimentals and warbirds, are expected to begin arriving on Friday, September 19, to take part in the festivities.

Trophies will be presented for Best Design, Best Homebuilt and Best Restoration. There will also be a precision landing contest on Saturday. Judges will include John Hamilton, Director of the South Carolina Aeronautics Commission, Vernon Strickland, of Hawthorne Aviation, Bob Moeller, of Hangar One Aviation in Opa Locka, Florida, Retired Air Force General Moeller is one of the foremost air racing pilots in the nation; and will be racing his Formula One, "Boo-Ray" in Reno the week before the Spirit of 76 Fly-in.

Heading the list of Aerobatic pilots will be Bob Hoover, flying a P 51D Mustang. Others include: Barry Brock, Pitts S2; Claude Horton, Pitts S1; Jim Holland, Pitts S2 and Lindsay Hess, Pitts S2. In addition warbirds will be present including P 51 Mustang, F6F Wildcat, Bearcat and an A-26 Attack Bomber of WW II. Military bands from Robins Air Force Base, 6th Naval District, Fort Jackson and the Parris Island Marine Band will perform. A Formula One Air Race will highlight Sunday's festivities. Don't miss the "Spirit of 76 Fly-in" at Georgetown September 19-21, 1975.

## FLIGHT INSTRUCTOR REFRESHER COURSE

The annual South Carolina Flight Instructor Refresher course will be held in Columbia, October 21 through October 23rd. This course is set-up for the  
(continued on page 6)

## FAA NOTES

Listening Session Scheduled---Mr. Phillip M. Swatek, Southern Regional Director of the Federal Aviation Administration, will hold a "Listening Session" with the South Carolina aviation community in the South Carolina Opportunity School, located adjacent to the airport on West Campus Road, West Columbia, South Carolina, on Wednesday, September 10, at 7:30 P.M.

The purpose of this meeting is to solicit your comments and suggestions for improving FAA services in South Carolina.

No formal agenda or FAA presentations are planned during this meeting. However, FAA field facility chiefs representing Air Traffic, Flight Standards, Airports, and Airway Facility programs will be on hand to answer questions and discuss any problems or concerns you may have.

This meeting is another innovation in our continuing effort to receive recommendations for improvement to the aviation system from the users of FAA services. Your attendance and active participation is necessary for the success of this program and will be appreciated. Please tell others about the meeting since anyone having an aviation interest is welcome.

Holloway Retires---David A. Holloway, FAA Maintenance Inspector has been with the Columbia GADO since January 1969. Mr. Holloway retired as of July 31, 1975 with 35 years government service.

Dave, a native of Lawrenceville, Virginia, plans to make his home in Pensacola, Florida, his wife's former home, where their son now lives. Their daughter, who lives with her husband in Concord, California, completes their family of four. Even though Dave spend 22 years in the U.S. Navy, he seems prepared to cast out into the deep again. Gone fishing!

Cockpit Discipline--In reviewing accident reports, we see that approximately 83% of all general aviation accidents list pilot error as the primary or contributing factor. How does "pilot error" relate to cockpit discipline? In far too many accidents, it is discovered that the pilot did not do what he knew he should do, had been told to do, or in some cases he may not be sware of the recommended procedure. In accidents involving aircraft requiring more than one pilot crewmember, many times the crewmembers did not understand which crewmember was supposed to perform any given task.

A typical example is the pilot who flies his aircraft knowing it to be overgrossed or outside acceptable center-of-gravity limitations. Another example is the

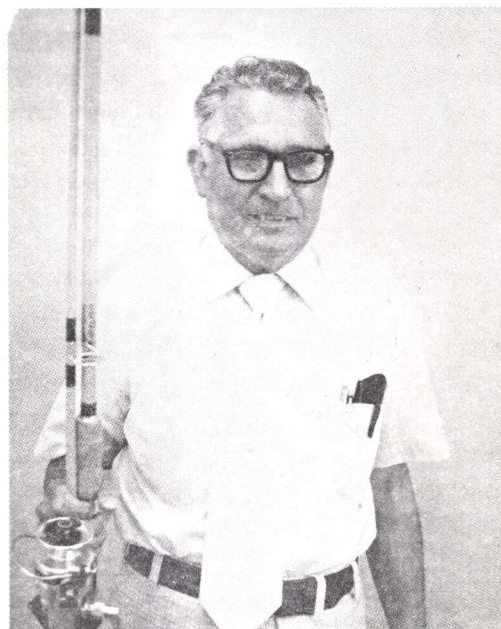
pilot who accepts ATC instructions when he is not sure he understands completely. An inexperienced pilot may attempt to acknowledge a radio transmission when he should get his aircraft completely under control before attempting to answer when safety would be compromised.

Cockpit discipline is something every safety conscious pilot should practice. **SAFETY IS NO ACCIDENT!!!**

Maintenance Items---Aircraft Upholstery Materials--

It has been reported that aircraft are being upholstered with materials that do not meet the fire protection requirements of the original certification. It is suggested that persons who replace aircraft interiors check with their local General Aviation District Office for proper and acceptable guidelines to determine if the materials to be used will meet the fire protection requirements in accordance with the Federal Aviation Regulations.

Painting and Balancing Control Surfaces---The control surfaces on some aircraft have been 100 percent statically balanced. After each repair or repainting of the control surfaces they must be repalced in accordance with the manufacturer's recommendations. In addition, entries must be made in the aircraft log book to reflect the fact that the control surfaces were repaired, repainted, and balanced by a certificated airframe mechanic.



HOLLOWAY



### COMMISSION ACQUIRES NEW GRASS CUTTER

Shown in the photo on the left, is one of the new grass cutters purchased by the Commission to improve the grass cutting capabilities throughout the State. This new mower when extended cuts an area 25' wide. The other mower will cut a 15' area. These two new pieces of equipment will be used primarily on the larger airports in order to enable the mower currently in use to provide better service to the smaller airports. The Commission is currently providing mowing, erosion and weed control on 91 airports in the State. Total acreage mowed during the growing season is approximately 50,200 acres.

### AIRCRAFT ACCIDENTS IN S.C. 1974-75

<u>Date</u>	<u>Type Aircraft</u>	<u>Injuries</u>	<u>Damage</u>	<u>Nature of Accident</u>
7-5-74	Piper PA-23	None	Substantial	Landing gear collapsed during landing
7-5-74	Bell 47G	1 Serious 1 Minor	Major	Lost power, main rotor blades cut tail boom
7-6-74	Beech B-58	None	Substantial	Ran off runway during landing
7-17-74	Cessna 188B	1 Serious	Substantial	Hit wires during spray run
7-17-74	Ercoupe	None	Substantial	Hit trees during aborted take-off
7-17-74	Cessna 172	None	Minor	Ran off runway during aborted take-off
7-21-74	Cessna 150	None	Minor	Nose wheel collapsed during touch & go landings
7-28-74	Bellanca	None	Minor	Taxi accident
8-10-74	Cessna 188	None	Substantial	Hit wires during spray run
8-12-74	Hughes 269	None	Substantial	Lost power during take-off
8-15-74	Piper PA-18	1 Minor	Substantial	Hit wires during spray run
9-8-74	Piper PA-12	2 Fatal	Substantial	Unknown
9-12-74	Luscombe 8E	1 Fatal	Destroyed	Engine failure after take-off
9-28-74	Piper PA28	None	Substantial	Ran off runway during touch & go landing
10-11-74	Cessna 305	None	Substantial	Engine failure during test flight
11-11-74	Cessna 172	None	Minor	Engine failure
1-3-75	Cessna 172	2 Minor 1 Serious	Destroyed	Engine lost power on approach, landed short and burned
1-18-75	American AAI	None	Major	Nose wheel collapsed on landing
2-7-75	Stinson 108	1 Minor	Substantial	Engine failure during flight
2-7-75	Cessna 150	None	Substantial	Lost power on take-off, landed in field
2-22-75	Cessna 172	None	Major	Weather associated, made emergency landing on beach
3-8-75	Instrom F28	None	Substantial	Main rotors hit ground during practice autorot.
3 31 75	Cessna 177	None	Major	Fuel exhaustion
4-5-75	Piper PA-28	None	Substantial	Ground looped during cross wind landing
4-6-75	Piper PA-28	None	Substantial	Ran out of fuel
4-10-75	Meters 200	None	Minor	Engine failure on takeoff
4-20-75	Cessna 140	None	Major	Ground looped on landing
4-27-75	Beech BE-100	6 Fatal 3 serious	Destroyed	Crashed into trees on take-off
4-30-75	Cessna 182	1 Serious	Substantial	Lost power on final approach
5-4-75	Citabria 7AC	1 Fatal	Destroyed	Crashed during aerobatic maneuvers
5-16-75	Cessna 150	None	Substantial	Nose wheel collapsed during landing

purpose of meeting the Flight Instructor Revalidation requirements. Current FARs require that Flight Instructors be revalidated every two years. This years course will be conducted by the Flight Instructors team from the FAA Academy in Oklahoma City. In addition other Industry Representatives will be on the program.

The location for this years course is the Quality Inn on Interstate 20 at Broad River Rd. The Quality Inn has excellent facilities with seating for over two hundred participants.

This course will be sponsored by the South Carolina Aeronautics Commission and the AOPA Air Safety Foundation.

For further information please contact Mr. James E. Stargel, Director Flight Instructor Department, AOPA Air Safety Foundation, 7315 Wisconsin Ave., Washington, D.C. 20014.

#### ETV PILOT REFRESHER

The South Carolina Aeronautics Commission in cooperation with the FAA and the Weather Service 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 Colleges throughout the State and will cover the information required for the Biennial Flight Review. Special emphasis will be placed on Aviation Weather. It is scheduled for 4 consecutive Tuesday nights beginning November 11 at 7:30 p.m.

#### FAA ISSUES MEDICAL GUIDE

A medical handbook to help pilots evaluate their fitness to fly as they prepare for individual flights has been issued by the FAA.

the handbook was developed as part of the FAA's continuing program to instill greater safety awareness in all those involved in flying. However, the handbook is a general guide and not a substitute for consulting the local Aviation Medical Examiner or a company's flight physician if there is question about a particular health problem.

The handbook covers such factors as fatigue, medication, alcohol, age, and psychological aspects, including anger, fear, frustration, depression, worry and anxiety.

Copies of the 74-page guide, MEDICAL HANDBOOK FOR PILOTS, can be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Cost of an individual copy is \$1.45.

#### FCC PROPOSES TRANSMITTER IDENTIFICATION

The Federal Communications Commission has proposed regulations which would require aircraft transmitters to be equipped with an automatic transmitter identification system. The FCC proposes that the device be installed in all transmitters constructed beginning one year after the effective date of the regulation. Existing transmitters would not have to be retrofitted.

The device would function automatically with depression of the microphone button and would give forth a coded signal which would only be identifiable if one owned a receiver equipped with the proper decoding equipment.

Readers who wish to make their sentiments known to the FCC should refer to Docket No. 20351 and submit fifteen copies of their comments to: FCC 1919 M Street, N.W., Washington, D.C. 20554.

#### SPORT PARACHUTING

FAR 105 places joint responsibility for the safety of a parachute jump with the pilot and the parachutist. The pilot-in-command is solely responsible for complying with the requirements of FAR Parts 61 and 91.

FAR 105.14 prescribes the two-way radio communications requirements for aircraft used for parachute jumps in or into controlled airspace unless otherwise authorized by Air Traffic Control.

Radio communications must be established with the FAA Air Traffic Control facility or FAA Flight Service Station at least five minutes before jumping activity is to begin for the purpose of receiving information on known air traffic in the vicinity of the jump area. Jumping activity cannot begin until this information is received.

Additionally, a continuous watch must be maintained on the appropriate frequency until jumping activity is ended. When jumping activities are completed or discontinued, Air Traffic Control should be informed as soon as possible.

Free handout material on the above activities is available from your local GADO.

#### BLUE RIDGE 99's

The Blue Ridge Chapter of the Ninety-Nines co-sponsored a fund raising passenger airlift for the American Cancer Society on August 17. This event was held at Thermal Belt Aviation at Downtown Greenville Airport.

The Blue Ridge Chapter is very active in programs of this sort. We congratulate them on their good work.