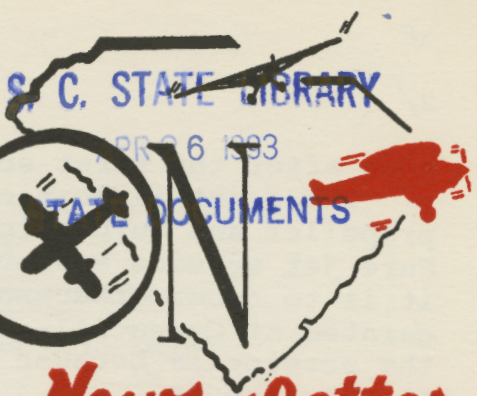


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South Carolina



AVIATION



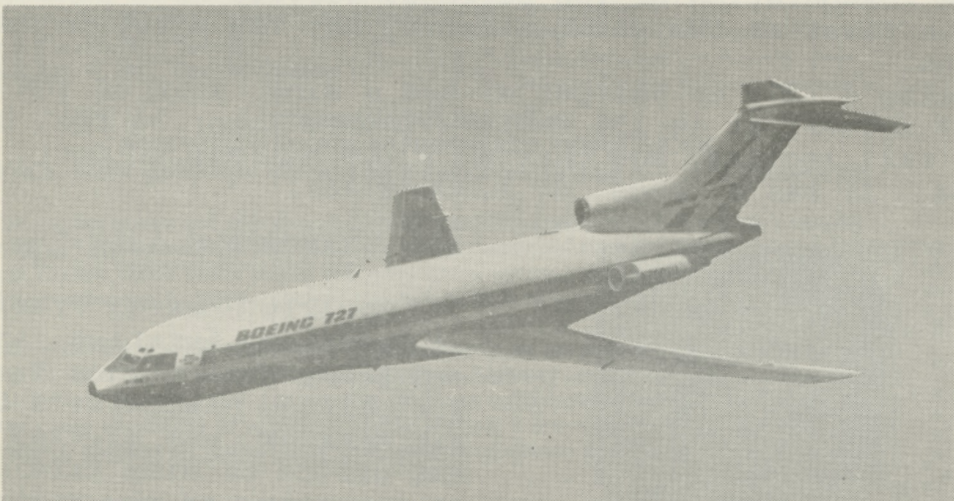
News Letter

PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

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APRIL, 1965

No. 4



JET PORT TO GET JET SERVICE

Service on a 575-mile-an-hour Whisperjet, a pure jet aircraft that costs \$4 million, will begin at the Greenville-Spartanburg Airport on April 25.

The flight will be a roundtrip between the joint airport and Newark Airport outside New York. It will be scheduled in the morning and will stop once going each way.

Whisperjet is Eastern Air Lines' trademark for its models of the Boeing 727. Eastern now has 27 of the pure jet airplanes in operation. It is anticipated that additional jet service will be offered at Greenville-Spartanburg

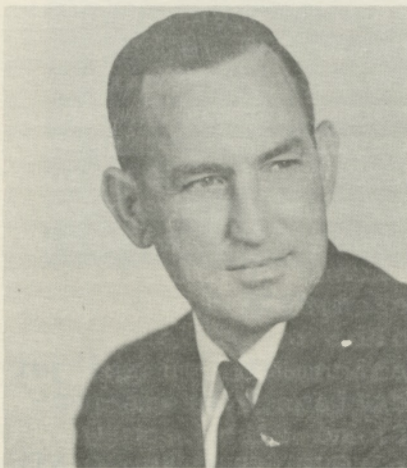
soon after the first scheduling.

The joint airport currently is served commercially by propeller and turbo prop (jet-driven propeller) airplanes. Pure jet service was originally envisioned much earlier than it is to occur. The announcement that it now will be inaugurated at Greenville-Spartanburg states that the start of the service is because of the increasing passenger traffic at the airport.

The 727 is distinguished by its high vertical tail section and its three fan jets engines mounted in the rear. It has a crew of six and accommodates 94 passengers--72 tourist and 22 first class.

The inauguration of the pure jet service will be not only the first at the joint airport, but the first in South Carolina.

Boeing's 727, or Whisperjet has a wing span of 108 feet, 7 inches; it is 134 feet, 4 inches long; 34 feet high at the tail section; and carries 7,150 gallons of fuel, maximum. It has a range of 1,500 miles.



Vernon B. Strickland
for a total of sixteen years.

Hawthorne Aviation is distributor for Piper Aircraft, and in addition to Charleston their operations are located in Oklahoma, Florida and Georgia. The other officers of Hawthorne are Leo E. Carver, Dick Geibel, and Bert Harsh who are also Vice Presidents. Miss Eunice Laird is Secretary of the corporation.

HAWTHORNE AVIATION

Beverly Howard, President of Hawthorne Aviation, announced today that Vernon B. Strickland, Hawthorne's General Manager, was elected to the office of Vice President at a meeting of the Board of Directors this week. Mr. Strickland assumed the position of General Manager of Hawthorne on July 20, 1964, and prior to that time was Sales Manager of the firm. He has been with Hawthorne

FEDERAL AVIATION AGENCY

VFR PILOT EXAM-O-GRAM* NO. 14
RADIO COMMUNICATIONS FREQUENCIES

CAN YOU FIND THE FOLLOWING MOST COMMONLY USED FREQUENCIES?

NOTE: Use data on page 3. (Assume you can transmit on any of the 10 frequencies listed on page 2.)

	<u>You Transmit</u> <u>On</u>	<u>You Receive</u> <u>On</u>
1. Tucumcari, N. M., FSS (Enroute Radio Contact)	_____	_____
2. Tucumcari, N. M., FSS Arpt. Advisory Service	_____	_____
3. Clovis, N. M., UNICOM	_____	_____
4. Albuquerque, N. M., (Sunport) Tower	_____	_____
5. Albuquerque, N. M., (Sunport) Ground Control	_____	_____
6. Albuquerque, N. M., (Sunport) UNICOM	_____	_____
7. Santa Fe, N. M., Tower	_____	_____
8. Santa Fe, N. M., Ground Control	_____	_____

TEST YOUR KNOWLEDGE

BY WRITING IN THE APPROPRIATE FREQUENCIES

CHECK YOUR ANSWERS WITH THOSE LISTED ON PAGE 4 -- THEN READ ON

Many beginning pilots get the idea that radio communications is a complex process involving an infinite number of frequencies and requiring a practiced art in operation. For this reason these same pilots shy away from normal usage of their radio equipment and consequently fail to realize the full benefit to be gained from it.

Air traffic is increasing steadily, and orderly movement of aircraft in flight and on airports is as imperative for aviation safety as highway traffic regulations are for automobile travel. For this reason the FAA has established certain requirements for two-way radio capability at airports having control towers operated by the FAA, and additionally, the use of radio, if so equipped, at airports served by other towers.

The FAA radio facilities are for all pilots' use. In the interest of safety for yourself and others, take advantage of these facilities on every flight. By keeping tuned to the appropriate frequencies along the route, you will receive much important information; and when you enter a congested area you will indeed find your radio a true friend.

Learning to use the aircraft radio is not difficult. Correct radiotelephone phraseologies and techniques should be used if possible; however, pilots should never hesitate to use the radio because of lack of familiarity with these procedures. A message in the pilot's own words is always acceptable. SO USE YOUR RADIO; LEARN IN ACTUAL PRACTICE.

Now that we've explained the importance of radio communications, and hope it has made an impression, let's examine the question of appropriate frequencies.

WHAT ARE THE MOST IMPORTANT FREQUENCIES? It is realized that many light airplanes are equipped with transmitters having a very limited number of channels. For this reason you must be very selective in choosing which frequencies would be most important. The following list of aircraft transmitting frequencies are listed in order of importance for most general aviation-type flying in most areas.

1. 121.5 mc - Emergency (world-wide)
2. 122.1 mc - Flight Service Station (FSS)
3. 122.5 mc - Most FAA towers
4. 122.8 mc - UNICOM (airports without towers) indicated on charts - U - and in Airmans' Information Manual - U-1
5. 122.7 mc - Some FAA towers
6. 122.6 mc - Some FAA towers and pilot to weather forecaster
7. 121.7 mc - Tower ground control
8. 121.9 mc - Tower ground control
9. 123.0 mc - UNICOM (airports with towers) indicated in Airmans' Information Manual - U-2
10. 122.4 mc - A few FAA towers

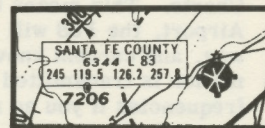
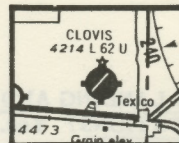
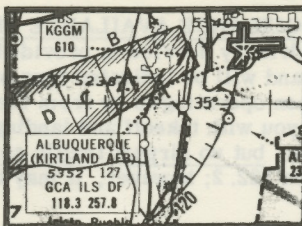
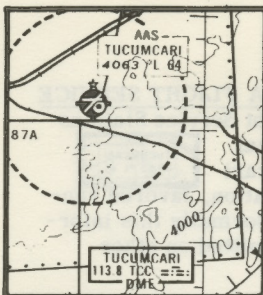
It would be advisable to choose the frequencies to be installed in order of importance, depending upon the capability of your transmitter. For example, if your set has only 4 channels, then use 121.5, 122.1, 122.5, and 122.8. (NOTE: For your particular area, a different frequency might be more important.) Should your set have a greater capability than 10 channels, we recommend this standard group plus additional frequencies as necessary to suit your particular needs. For more information on frequency utilization, see the AIRMANS' INFORMATION MANUAL. (NOTE: The reverse side of many Sectional Charts also contains a list of assigned frequencies.) Most aircraft receivers can be tuned to any frequency within the normal VHF band, and therefore present little or no problem from the standpoint of frequency restriction.

WHERE CAN YOU FIND FREQUENCIES FOR SPECIFIC TOWERS AND OTHER RADIO AIDS? The most convenient source is on the Sectional Chart. Frequencies which the facility can transmit on are enclosed in a box and placed adjacent to the facility. Should the facility have no voice transmitting capability, then the words "no voice" will appear on the bottom line of the box. A frequency followed by the letter "G" -- shown thus 122.7G -- means that this facility listens or receives only (guards) on this frequency. Remember, most FAA towers can receive on 122.5 and all Flight Service Stations (FSS) can receive on 122.1. Although the map is a handy source for determining assigned frequencies, we wish to emphasize that the Airmans' Information Manual is the most current source. The Visual Navigation Chart Bulletin, the Airport-Airport/Facility Directory and the FSS Frequencies List will show the permanent changes. Remember to check the NOTAMS Section for any temporary or late changes.

Prepared by FAA Flight Standards Service
Operations Airman Examination Section
5300 South Portland Avenue
Oklahoma City, Oklahoma 73119

Exam-O-Grants available free of charge from this office.

SECTIONAL CHART EXCERPTS



EXCERPTS FROM THE AIRMAN'S INFORMATION MANUAL

AIRPORT DIRECTORY

NEW MEXICO

.....

CLOVIS
CLOVIS MUNI 6 E
4214 H62 (1) BL4 S5 F4 U-1 FSS: TUCUMCARI

HILLCREST 2E
4244 36 (4) S3 F2 FSS: TUCUMCARI
Remarks: P-lines E, SE, S & SW.

.....

AIRPORT FACILITY DIRECTORY

NEW MEXICO

ALBUQUERQUE-SUNPORT/KIRTLAND AFB IFR 3 SE (077°)
9.6 NM from ABQ VOR)
5352 H127/8-26 (4) S-100, T-155, TT-445) BL4, 6, 8, 10
S5 F5, JP1, 4 U2 VASI: Rnwy 8
RVV: Rnwy 35 FSS: ALBUQUERQUE on Fld
REMARKS: Tlofs rnwys 3 and 35 rest to DC-3 and smaller.
ALBUQUERQUE TOWER 118.3 126.2 122.5R 119.2
CLRNC DEL 119.2
ALBUQUERQUE GND CON 121.9
RADAR SERVICES: (BCN)
ALBUQUERQUE APP CON 124.3 134.1 126.2 123.9
122.5R 121.1 113.2T 110.3T
ALBUQUERQUE DEP CON 121.1
TFC INFO 123.9
PAR Rnwy 8¹ Ceil 300 Vsbys 3/4 mi Min Alt 5652
ASR Rnwys 3¹, 8¹, 17, 35 Ceil 400 Vsbys 1 mi Min Alt 5752
ILS 110.3 I-ABQ Apch Brg 350°
REMARKS: ¹500-1 ¹2 rqr'd for civil jet acft. IFF svc obl.
VOT: 111.0

.....

SANTA FE COUNTY MUNI IFR 9 SW (332° 4.2 NM from SAF VOR)
6344 H83/2-20 (3) (S-45, T-60, TT-) BL4 S5 F4, JP1
FSS: SANTA FE on Fld
REMARKS: Rnwy 10-26 rest to air carrier acft.
TOWER 126.2 122.5R 119.5 GND CON 121.7

FSS FREQUENCIES AND TELEPHONE NUMBERS

Location and Frequencies	Code	Area Telephone
NEW MEXICO		
Albuquerque 113.2 230 (ABQ).....	FSS (505)	CH 3-7832
	WB (505)	242-2661*
Carlsbad (AAS) 116.3 (CNM)	FSS (505)	CH 3-7832
Clayton	FSS (505)	TU 5-2042
	WB (505)	374-9511
.....		
Silver City	WB (505)	539-9023
		(0530-2006 Mon-Fri)
		(0530-1330 Sat)
Truth of Consequence (TCS) 112.7 (TCS)	FSS (505)	894-3277
Tucumcari (AAS) 113.6 (TCC)	FSS (505)	461-2900
Zuni 113.4 (ZUN)	FSS (505)	782-3770

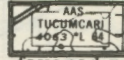


Student Pilots Radio Identification

The FAA desires to help the student pilot in acquiring sufficient practical experience in the environment in which he will be required to operate. To receive additional assistance while operating in areas of concentrated air traffic, a student pilot need only identify himself as a student pilot during his initial call to an FAA radio facility. For instance, "Dayton Tower, this is Fleetwing 1234, Student Pilot, over." This special identification will alert FAA air traffic control personnel and enable them to provide the student pilot with such extra assistance or consideration as he may need. This procedure is not mandatory.



IS LANDING AND TAKEOFF GUIDANCE AVAILABLE FROM FAA FLIGHT SERVICE STATIONS? Yes. Airport Advisory Service is provided by Flight Service Stations at many non-tower airports, and will be indicated thus on Sectional Charts. This means that, when operating to or from the Tucumcari Airport, the FSS will furnish you with takeoff and landing information, favored runway, and current known traffic, but no airport traffic control. Normally this information is transmitted to you on 122.2; however, it may be transmitted on other frequencies if you so request.



WHAT PROBLEMS EXIST WHEN MANUALLY TUNING YOUR RECEIVER? (1) The receiver may not be properly calibrated -- that is, the final setting of the dial to obtain maximum reception does not agree with the published frequency; (2) the receiver may vibrate off the selected frequency because of shock produced by taxiing, landing, turbulence, etc.; and (3) not monitoring for other transmissions before transmitting.

WHAT CAN YOU DO TO HELP ELIMINATE THESE PROBLEMS? When tuning to a new frequency, adjust your set to the published frequency. If you receive nothing, move the tuner back and forth to either side of this setting to try to obtain reception. If it is a voice communications frequency only and you receive no transmissions after this procedure, transmit for initial contact with the ground station. Immediately start moving the tuner back and forth to either side until you receive the ground station; then tune for maximum reception. Note the final setting; if it is different than the published frequency, apply this to future settings and use the same technique. If you have two receivers with one adjusted to ground control frequency prior to landing, you may have to reset it after landing since the landing jar may vibrate it off frequency. ALWAYS MONITOR YOUR RECEIVER BEFORE TRANSMITTING AND ALWAYS IDENTIFY AURALLY ANY NAVIGATIONAL RADIO AID STATION TO WHICH YOU TUNE. "Whistle stop" tuning (an aural signal that indicates when transmitting and receiving frequencies are identical) eliminates some of the problems of manual tuning.

WHAT IS THE RECEPTION DISTANCE OF VHF RADIOS? VHF frequencies are described as having line-of-sight usability. While this is only theoretically true, best reception is normally obtained when a line of sight does exist. In actual practice the following figures can usually be depended upon.

<u>Aircraft Height Above Station*</u>	<u>Reception Distance</u>
1,000 feet	45 statute miles
5,000 feet	100 statute miles

* (Based on no intervening physical obstructions.)

DO YOUR ANSWERS AGREE WITH THESE?

1. 122.1	113.6	5. 121.9	121.9
2. 122.1	122.2	6. 123.0	123.0
3. 122.8	122.8	7. 122.5	126.2 (or 119.5)
4. 122.5	118.3	8. 121.7	121.7

Strickland is a native of Charleston, and a graduate of Charleston High School. Immediately upon completion of high school in 1942, he became associated with Hawthorne Aviation in Charleston, and began his flying training at that time. This training was interrupted by three years service in Naval Aviation during World War II. After discharge from service he completed his flying training with Hawthorne, and at present holds a FAA Commercial Certificate with virtually all landplane ratings.

Strickland is married to the former Miss Ann Way. They have two children and reside in Lakeview Subdivision, Hanahan, Charleston, S. C.

FSS TEST FACILITIES

The FAA is testing a modernized Flight Service, configuration by field test of two new types of low cost facilities for flight assistance service at local airports. The test will extend through June 30, 1965; two of these test facilities are in South Carolina and are controlled by FSS, Florence, S. C.

A Flight Service Facility (FSF) is located at Myrtle Beach airport at Crescent Beach, S. C. This facility is operated by FAA flight service specialists from 8 AM to 8 PM 7 days a week. It is equipped with transmit/receive radio on 121.7 mcs; weather observing instruments; weather teletypewriter and interphone to ARTC and the control FSS at Florence, S. C.

Crescent Beach radio provides airport advisory service on request, call and listen on 121.7 mcs; pilot briefing and flight plan handling service from 8 AM to 8 PM 7 days a week. Toll-free telephone service to FSS, Florence, S. C., is available for pilots on a 24 hour basis.

Enroute communications for pilots flying over the Myrtle Beach area is available through the Myrtle Beach VOR on 116.0 mcs, call on 122.1 mcs or 126.7 mcs and listen to 116.0 mcs. The VOR and receivers are controlled by FSS, Florence, S. C.

An Airport Information Desk (AID) is located at Aiken, S. C. municipal airport. This is an unmanned facility with a flight planning desk and weather instruments designed for pilot self-briefing. Pilot briefing and flight plan handling service is also available to pilots on a 24 hour basis through toll-free telephone to the control FSS at Florence, S. C.

SOUTH CAROLINA AERONAUTICS COMMISSION

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COLUMBIA, SOUTH CAROLINA

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All pilots are invited to use and evaluate these test facilities. The FAA will be happy to receive your comments and suggestions; please address them to:

Director, Air Traffic Service
Federal Aviation Agency
800 Independence Avenue, N.W.
Washington, D. C. 20553

A. I. MEETING

Authorized inspectors of central and eastern South Carolina met in Columbia on March 23rd. A total of 38 persons attended the annual meeting held by the FAA.

Mr. William B. Pilker, Maintenance Inspector, of the Charlotte office conducted the joint Maintenance and Accident Prevention meeting. Speakers for the meeting representing the pilots side of aircraft maintenance were D. M. Fraley, S. C. Aeronautics Commission; Stuart Hope, Hope Insurance Agency; also appearing on the program were Bill Holecek of H. & H. Aviation; Ed Witte of Hawthorne Flying Service and Bill Jones of the FAA.

Meeting for the Piedmont area will be held in Greenville.