

A=825
3.A84
V25-1/2
COPY 13

SOUTH
CAROLINA
AVIATION NEWSLETTER



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

No. 2

FEBRUARY 1975

VOL. 25 -- |

AVIATION MECHANIC OF THE YEAR.



Frank G. Anderson

Frank G. Anderson, Director of Aircraft Maintenance for Orr's Aero Mechanix, Inc. Spartanburg, South Carolina, has been named 1974 Aviation Mechanic of the Year for the State of South Carolina.

Mr. Anderson received the coveted FAA award for the consistent demonstration of a high level of professionalism and excellence in the performance of his duties in avia-

tion maintenance that led to increased reliability and safety in aviation. In addition an aircraft manufacturer adopted one of his suggestions by issuing a service bulletin suggesting the change be made to all models of the aircraft involved.

Mr. Anderson was born December 3, 1939, in Macon, Georgia and lived at Johns Island, S.C., until 1963. He graduated from St. Johns High School.

In 1965, Mr. Anderson entered aviation, which is both his business and his hobby. His employer, OrrCo Corp./Orr's Aero Mechanix, Inc., Spartanburg, S.C., operates a pilot school, repair station and air taxi, and Mr. Anderson has been director of aircraft maintenance since 1966.

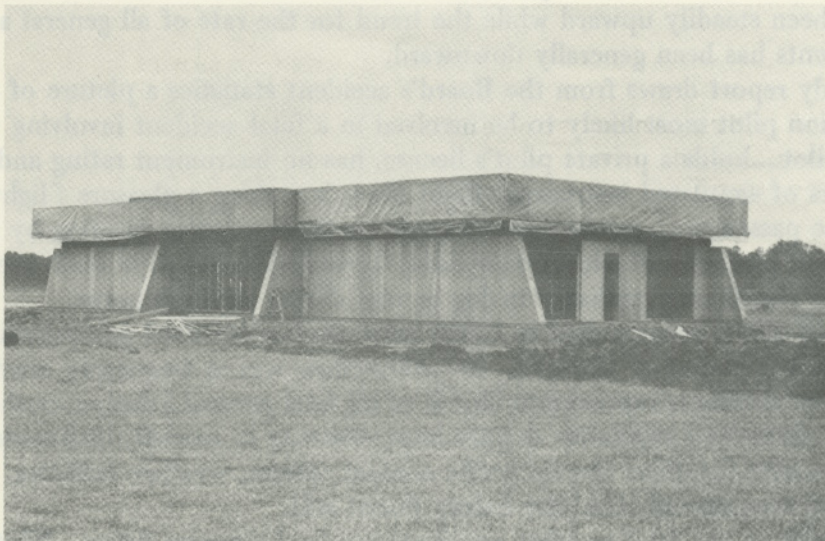
In addition to his initial A & P training, he has attended schools at various aircraft manufacturers. He is a commercial pilot with over 500 hours, holds an instrument repairman certificate, as well as the airframe and powerplant mechanic certificate. He is a member of American Business Clubs. His hobby is airplanes, whether in the air or in his shop.

AG PILOTS TO MEET

The annual South Carolina Agriculture Pilots meeting and School will be held in Columbia on February 19, 20, and 21, at the Quality Inn, Broad River Rd. and I-20. This meeting will be sponsored by the South Carolina Agricultural Aviation Association, the South Carolina Aeronautics Commission and the Clemson University Extension Service and Plane Pest Regulatory Service. Dr. J.B. Kissam of Clemson University will be director of the ag pilot school. Attendance at that school is required by State law for all pilots engaged in spraying or dusting.

Dr. Kissam has developed a course of instruction which will meet the requirements of the E.P.A. and pilots completing their program will be certified for a five year period. The school will be conducted on February 19 and 20 and on the 21st the S.C. Agricultural Aviation Association will hold its business session including the election of officers. The Association has had a very successful year under the direction of President Page. A number of important issues have come up during the past year and every one engaged in aerial application should make plans now to attend the February meeting.

MONCK'S CORNER AIRPORT



NEW TERMINAL BUILDING

A new terminal building, shown in picture above is being completed at the Moncks Corner Airport. The new building which is being constructed with State and Local funds, will have two conference rooms, a spacious lobby, an operations room, airport office, vending machine room and restrooms. The 40 X 60 structure will have a stucco finish and should be completed soon. An Airport Master Plan is being developed by John Talbert and Associates. Current plans included the installation of a new refueling system, a rotating beacon and a visual approach slope indicator. The South Carolina Aeronautics Commission has funds available for the installation of rotating beacons and VASIs on a matching basis with local communities.

COLUMBIA TOWER

The TPX-12 numeric beacon decoder became operational at Columbia Tower on 1/23/75. Columbia controllers are now able to receive altitude readout from Mode C replies. Category II ILS to Runway 11 is now in construction stage with electronic tuneup scheduled for 1/27/75.

WEATHER ACCIDENTS

In the report of a special study conducted during the period 1964 to 1972, the Board disclosed a disturbing trend in the frequency of fatal, weather-related general aviation accidents. The study showed that since 1967, the trend of such accidents has been steadily upward while the trend for the rate of all general aviation fatal accidents has been generally downward.

The study report draws from the Board's accident statistics a picture of the general aviation pilot most likely to be involved in a fatal accident involving weather. This pilot....holds a private pilot's license, has no instrument rating and only a few hours of simulated instrument flight time; is making a pleasure flight with at least one passenger;....receives an adequate preflight weather briefing by telephone based on forecasts which are reasonably accurate;....crashes in instrument flight weather conditions, probably in fog or rain during daylight hours.

A total of 4,714 persons died in 2,026 fatal weather-involved general aviation accidents in the period of 1964-72. No other cause was as frequently cited as weather. These accidents represented 36.6% of all fatal general aviation crashes, and came 'with disturbing regularity despite improvements in aircraft, instrumentation training, training facilities, the air traffic control system, weather facilities, weather services and navigational aids,' the Safety Board said.

Nearly 60% of the fatal weather accidents involved pleasure flying. Pilots had relatively little flight time: peak involvement according to flight time was between 100 and 300 hours. About 65% of the accidents involved pilots who had less than 50 hours during the preceding 90 days.

The most frequently cited pilot causes were 'operations beyond experience/capability level' and 'failure to obtain/maintain flying speed.'

In the cases studied, 74% of National Weather Service forecasts either were substantially correct or overstated the weather problem expected. In 11% the weather was worse than forecast. More than 28% of the pilots received no preflight weather briefings, and the accident rate for every 100,000 cases in which a pilot studied weather information by himself was nearly 10 times the rate for pilots briefed by trained weather briefers.

The Safety Board has concluded in 1969 that too many weather-involved fatal accidents were being caused at least partially by the 'pilot's mistaken idea of his ability to cope with certain weather situations.' Despite broad-scale government and industry efforts, the Board said it must conclude from its latest study that the situation has not improved.

The Board urged general aviation pilots to take all possible advantage of weather flying education and experience, visit Weather Service and FAA facilities for familiarization. watch Public Broadcasting Service televised aviation weather

programs, and make suggestions for improved weather service.

This brief synopsis of the NTSB report, and especially the report itself emphasizes the need for flight instructors to better educate the students in all phases of the flight/ weather decision process.

The NTSB special study is available to the general public. Single copies may be obtained without charge by writing to the publications branch, NTSB, Washington, DC 20591

BRYANT FIELD

The City Council on January 13, 1975, renamed the Rock Hill Municipal Airport to 'BRYANT FIELD', in honor of the Chairman of the Rock Hill Airport Commission, Mr. Robert E. Bryant. It is expected a formal ceremony will be planned some time in the near future, but possibly it will be delayed until the end of the current improvement project at the airport.

Bob Bryant gained fame with two non-stop flights in the 1930's. On February 19, 1936, he flew a light plane from Rock Hill to Miami, Florida, non-stop, a distance of 670 miles. He received tributes from throughout the nation, including one from President Franklin D. Roosevelt.

His other world record was set in July, 1938, when he flew 1050 miles from Miami to Camden in an Aeronca C-3.

The Greater Rock Hill Chamber of Commerce in 1969 erected a marker at the airport honoring Bryant for his record flights.

Rock Hill Pilot's Association has elected Joe Davis of Rock Hill as their Pilot of the Year. Mr. Davis, who is a professor at Winthrop College, is an active pilot and was elected for his diligent work on the constitution and by-laws for the newly organized club.

The Fixed Base Operator at Bryant Field is Caro-Wings Flight Service, Inc. Joe M. Killough is President and General Manager. Joe is also the Airport Manager. Rock Hill Aviation also operates on the airport as an air taxi service.

EXPERIMENTAL AIRCRAFT EXHIBIT

'The Greater Columbia Chapter No. 242 of the Experimental Aircraft Association will hold their 1975 Sport Aviation Show inside the Dutch Square Mall, Columbia, S. C. from February 3 thru 8, 1975.'

'In addition to completed aircraft, there will be several aircraft displayed in various construction stages. Completed aircraft displayed will include, 'Breezy', Pitts Special, HP-11 Sailplane, Volksplane and Scorpion Helicopter. Aircraft under construction will include 2 Volksplanes, Rand KR-1, a Formula V Racer--the Sonerai, and the Bede-5.'

AVIATION MECHANICS REFRESHER CLINIC

The AOPA Air Safety Foundation, the Federal Aviation Administration and the South Carolina Aeronautics Commission will present a two-day program for airframe and powerplant maintenance technicians at the Ramada Inn, I-26 at U.S. 378 on March 1 and 2, 1975.

The Aviation Mechanics Refresher Clinic (AMRC) was developed and structured especially for the A & P mechanic to provide him with current information regarding General Aviation maintenance, repair, and servicing requirements and recommendations originating from government and industry sources. Mandatory and suggested changes and/or modifications for a wide variety of makes and models of General Aviation aircraft and their associated components will be identified and discussed in detail by FAA and cognizant manufacturers' maintenance representatives during each of these seminars. The program will begin at 8 a.m., March 1.

The AOPA Air Safety Foundation has long felt that a concentrated program such as the AMRC, would be extremely beneficial in helping to establish a vital link between communications and better understanding could be achieved. In far too many instances, the mechanic fails to get the word on new requirements and recommendations from both government and industry. In some cases, the lack of vital information in the hands of the mechanic, when and where it is needed, has proven to be costly--not only in dollars and cents, but in terms of human lives as well. We believe that the AMRC program, as it develops and expands will substantially reduce this "communications gap" by making all available current information easily accessible to the individual mechanic in a relaxed, informal atmosphere, where ample opportunity is provided for questions and answers on specific maintenance and repair problems.

We further believe that the well informed mechanic is the best--and the safest--mechanic. Our only interest is in increased air safety, and with that objective in mind, we are cordially inviting every A & P mechanic, students, on-the-job trainees, and those concerned with General Aviation maintenance, to take advantage of this unique refresher training.

In order to insure that every interested person has an equal opportunity to attend the Aviation Mechanics Refresher Clinic, we have kept the tuition fee to an absolute minimum--\$35 per person, including all course materials. This low fee does not, of course, include transportation to or from the Clinic site, meals, accommodations, or personal expenses. These items are, however, tax deductible as legitimate business expenses for those who make their living in General Aviation maintenance. To enroll write Aviation Mechanics Refresher Clinic, AOPA Air Safety Foundation, 7315 Wisconsin Ave., Washington, D.C. 20014 or contact Jim Parnell at the Columbia GADO, 794-9042.

BREAKFAST CLUB NEWS

On January 12 the Breakfast Club met at Midland Aviation Corp., at Owens Field. Because of the inclement weather, only three aircraft were able to get to the meeting, however, approximately 65 members enjoyed an excellent breakfast which was provided by Jim Hamilton and was served in the hangar. The members also were shown the new Enstrom helicopter. Midland Aviation Corp., is the Enstrom dealer for this area.

Weather was excellent for the January 26 meeting and 21 aircraft flew into MacDabb's Cloud 9 Airport which is located just east of Sumter. Sixty-one members attended the breakfast meeting at the Holiday Inn. Bill Shirey and Red Richardson welcomed the guests and cadets from the Sumter Parking Service.

At the present time, there are no meetings scheduled for February. The club is anxious to schedule as many meetings in advance as possible. If you would like to have the South Carolina Breakfast Club meet at your airport, please contact President Bill Hawkins at 432-3408 in Camden, South Carolina.

ETV PILOT PROGRAM

Attendance has been excellent at the first three meetings at our pilot refresher program which is being held at the technical education centers throughout the State. Over 300 pilots are enrolled in the program with a number of pilots viewing the program in the local high schools with out the talk back feature.

The next program will be on Tuesday, February 4, at 7:30 p.m. Don Tricebock of NARCO Avionics will present a two-hour lecture on Avionics and Fred Begy of Midlands Aviation Corp., will conclude the Navigation refresher that was begun on January 21.

On February 11, Ken Gardner of Teledine Continental Motors will lecture on aircraft engine operation and February 18 Mr. McDonald of FAA will present a program on Instrument Flying.

If you are not already enrolled at one of the TEC centers, try to make the last three meetings.

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

Mr. Edward A. Harney

Rt. 2, Box 250 E

Columbia, SC 29210

8

PROPOSED AMENDMENT

The Federal Aviation Administration is considering amending Part 45 of the Federal Aviation Regulation to: (1) require any suffix letter used in the marks displayed on an aircraft, in addition to the nationality mark ('N'), to be a Roman capital letter; (2) require display of the required marks on the lower surface of the left wing of fixed-wing aircraft; and (3) allow a reduction in size of the required nationality and registration marks on the vertical tail surfaces of certain fixed-wing aircraft.

Interested persons are invited to participate in the amking of the proposed rule by submitting such written data, views, or arguments as they amy desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket, AGC-24 800 Independence Avenue SW., Washington, D.C. 20591. All communications received on or before February 19, 1975, will be considered by the Administrator before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

First, it is proposed to amend 45.23 to specifically require that any suffix letter (as well as the nationality mark 'N' as used for U.S. registered aircraft) be displayed as a Roman capital letter. Second, it is proposed that 45.25 be amended to provide that the required marks be displayed on the lower surface of the left wing of fixed-wing aircraft.