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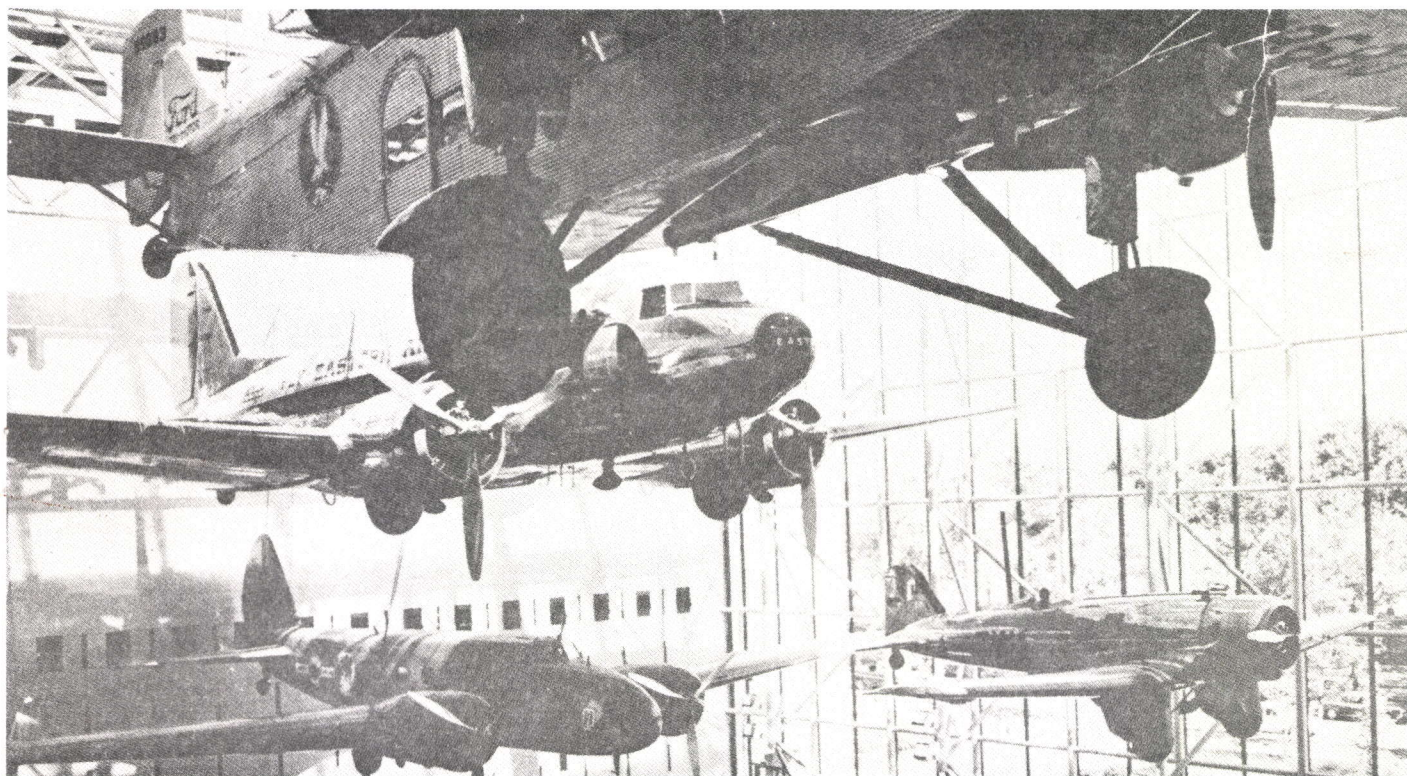
South Carolina Aeronautics Commission Aviation Newsletter

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NATIONAL AIR AND SPACE MUSEUM



Historic Airliners

The New Smithsonian Institution National Air and Space Museum, which opened July 1, 1976, is designed to be a dynamic educational facility not only to display the past history of aeronautics and astronautics but also to provide the visitor with a solid background in current and future aerospace technology.

Within two hours of its opening, 20,000 visitors has passed through the museum's doors. Up to 50,000 visitors are expected per day, but no overcrowding of the 23 exhibit areas is anticipated becau-

se of the wide open design of the building.

Larger aircraft in the museum's overall collection such as the Boeing B-29 Enola Gay, which dropped the first atomic bomb, are not in the museum because they would prevent the display of several smaller aircraft.

The Smithsonian Institution's collection totals 264 aircraft, and those not in the new museum are stored at the National Air and Space Museum's Silver Hill Md. facility.

CHARLESTON FSS LETTER

The purpose of this letter is to acquaint pilots with a new FAA Flight Service Station safety program that has long been needed to aid pilots in conducting safer flight preparations. The new program is known as Enroute Flight Advisory Service (EFAS).

44 Flight Service Stations have been designated by the FAA As Flight Watch Control Stations to provide this inflight service. It has been in effect on the West Coast for several years and is highly praised by pilots.

On June 1, 1976 this service was commissioned on the East Coast. Flight Watch Control Stations in this area are Charleston, SC FSS, Raleigh-Durham, NC FSS, and Miami, FLA FSS.

Charleston FSS will control remote radio outlets on 122.0 MHz at Columbia, SC, Charleston, SC, Savannah, GA and Jacksonville, FLA to provide this service.

Charleston FSS has radar weather coverage from any weather radar station in the US, direct access to the National Weather Computers in Kansas City and Washington and direct access to all Weather Bureau Forecast Centers.

Charleston Flight Watch Specialists who will provide this service have just completed training at the FAA Aeronautical Center in Oklahoma City.

The Most Important material to be used in this service will be the real time weather information received from pilots in flight who are using the system.

The primary purpose of Flight Watch is to enhance aviation safety by providing pilots in flight with timely and meaningful weather advisories. The most meaningful information being en route conditions between ground observing points, which is observed aloft

by pilots. Flight Watch serves as a common collector for receiving and disseminating inflight weather reports and other pertinent information required by pilots to make accurate flight decisions. The weather information gained by the Flight Watch Specialist will depend greatly on the amount of participation by the aviation community.

Flight Watch is not intended to be a substitute for preflight briefings. It is not to be used for flight plan filing, routing position reporting or to obtain a complete preflight weather briefing.

Pilots requesting weather information falling within the scope of Flight Watch on other than flight watch channels shall be advised of the appropriate flight facility to contact for service.

Pilots needing flight watch weather should call the nearest Flight Watch Control Station on 122.0 MHz and request service. This also applies to adverse weather information observed by pilots in flight; this should be delivered to the nearest Flight Watch Control Station on 122.0 MHz so that other pilots in flight may be advised.

Pilots have long needed a better method of receiving preflight weather briefing and filing and closing flight plans. The FAA has now filled that need in South Carolina.

Pilots may make TOLL FREE telephone calls to Flight Service Stations from any phone in South Carolina by dialing any of the following numbers.

1-800-922-4503 TO CHARLESTON FSS

1-800-922-1816 TO GREER FSS

1-800-922-5111 TO FLORENCE FSS

R.A. Singley, Chief, FSS, Charleston, S.C.

ANNUAL SPIRIT OF 76 FLY-IN

Preparations are well under way for the Second Annual Spirit of 76 Fly-In, to be held at Georgetown County Airport, September 17-19, 1976. Acceptances have been received from South Carolina Lieutenant Governor Brantley Harvey, 6th District Congressman John Jenrette, and 1st District Congressman Mendel Davis. A host of other dignitaries are expected to attend the 3 day event, which is now established as an annual celebration, with hundreds of antique, classic and homebuilt aircraft along with world war II fighter planes converging on the Georgetown County Airport. Again this year, aerobatics will thrill the audiences on Saturday and Sunday, and the highlight this year will be the staging of a full-blown Regional Formula One and Formula VEE air race, sanctioned by the Professional Race Pilots Association of America. Major Truman C. Weaver, USAF(Ret.), of New Baden, Illinois, current President of PRPA, will be on hand to supervise the air races, which are expected to attract a field of a dozen of the fastest Formula One race planes on the East Coast, including Nick Jones of Beaufort, who won last year's demonstration race in a spine-tingling come from behind sprint.

The 3 day affair, a huge patriotic party, will again feature a Saturday morning parade in downtown Georgetown, and military displays and flyovers. This year, a sky-diving demonstration is planned.

The Spirit of 76 Fly-In is sponsored by the Georgetown Chapter No. 543, Experimental Aircraft Assoc.

AERIAL APPLICATORS

Motorists beware: aerial pest control season has arrived. Planes will be seen in Sumter County and other places flying low spraying crops. This is a very essential operation of present day farming.

Farmers, to keep insects and diseases under control must rely on fast, timely spray applications. The materials used are toxic substances both to the organism and to man. The general public, and motorists in particular, should be aware of this and cooperate in order that the job can be performed in an efficient manner.

The pilots often will be flying low to get good coverage. They often have to pull up to avoid obstacles such as power lines, trees and even cars when motorists stop to watch. Sometimes they must change direction to approach the field due to wind shifts and speed.

They are not, during all of this, aerial cowboying for the fun of it; but, flying in this manner to do the best job in applying pesticides to the crop. They are also somewhat at a disadvantage in Sumter County, as well as throughout South Carolina because many of our fields are small and often planted in two different crops the same season.

The general public can help both the pilots and the farmer in this aerial pesticide work. It is to our advantage too, if we wish to continue to have ample food and fiber at a reasonable cost. In seeing these aerial applicators at work let's not stop in their field pathways or flights, causing them to change direction or miss the entire area of a field.

By T.B. Tillman, Jr., County Extension Agent

Caution At Uncontrolled Airstrips in the Bahamas--- There have been several near misses reported in the vicinity of uncontrolled airstrips in the Bahamas. On one occasion, an Aero Commander descended in front of an Aztec on final approach. On another, an Apache took off downwind into the path of an H.S. 748 on final approach. There have been reports of aircraft making right turns on a final approach and making straight-in-approaches in conflict with and with total disregard of aircraft, which have flown a left traffic pattern.

Airmen are advised to exercise caution, especially when in the vicinity of uncontrolled airstrips. It is recommended that prior to turning on to final approach and prior to taxiing out for takeoff, pilots announce their identification, location and intention on 122.8 mcs; that in the vicinity of uncontrolled airstrips, they fly at 1,000 feet and look for other traffic; that in the vicinity of the uncontrolled airstrips, all turns be made to the left; and that landings and take-offs be made into wind.

The obedience of air traffic rules and the display of a little consideration for others may save lives. From D.A.F. Ingraham, Director of Civil Aviation, Civil Aviation Department, Bahamas Government.

There is food for thought in the above article for all of us here in South Carolina. The Airmen's Information Manual, Part I, Page 1-40, contains information on good operating procedures and Federal Aviation Regulations, Section 9198, outlines operations at airports without control towers.

Mid-air collisions usually happen in the vicinity of the airport. Now is a good time to review these good operating procedures, review some of our habits, and avoid the most serious of all accidents. The Mid-Air Collision.

New Part I of AIM---Recently, all certificated pilots received a letter from John L. McLucas, FAA administrator, announcing the publication of the new Pilot/Controller Glossary which is included in the May issue of Part I of the Airman's Information Manual. A free copy of this publication is available for every pilot at any FAA Flight Service Station, Air Traffic Control Tower, Air Route Traffic Control Center, Flight Standards District Office, or General Aviation District Office.

The purpose of the glossary is to make sure pilots and controllers speak the same language and avoid any foreseeable misunderstanding---no matter how subtle--in air/ground communications. It is not intended to be a substitute for good, plain, simple English, but in today's increasingly busy and complex airspace environment, standardization of terminology appears to be absolutely essential.

If you have not picked up your copy of Part I of the AIM, please do so right away.

Propeller Accidents---A recent report by the NTSB disclosed that numerous accidents are occurring involving "unseen whirling propellers."

Pilots and maintenance personnel are urged to use bright tip markings on propeller blades to increase visibility of the spinning blades.

Under some circumstances, the engine should be shut down when passengers are either boarding or deplaning. Along this same line---moving propellers, Airworthiness Directive 76-7-12 pertains to ignition switches used in many of our general aviation aircraft. A faulty magneto switch can result in engines not stopping or starting when not expected---a potential hazard.

The practice of engine shutdown using the mixture control is emphasized.

Hard Landings----During FAA's routine review and analysis of general aviation accidents, attention was drawn to the existence of secondary damage, as result of hard landings which could effect the primary control system.

There is evidence that hard landings have resulted in damage to other areas of the aircraft other than the landing gear, cowl, or firewall, which could go undetected and lead to another incident/accident. As a result, an indepth study was made.

Some of the hard landing accident reports indicated or mentioned that the flight control system was affected as result of the accident. There is a possibility that additional accidents may have resulted in similar damage to the flight controls that were not reported or more importantly, not detected. The undetected damage could result in a future accident or may have been the primary cause of later accidents, or take-off/landing incidents.

Various pulleys (and their supports) through which elevator/rudder control cables pass, are located on the firewall adjacent to the nose gear support. When the firewall is displaced rearward, as a result of a hard landing on the nose gear, slack occurs in the elevator/rudder control cables which either limits the movement of these controls or renders them ineffective. This area is concealed and a casual inspection will not always reveal the extent of damage. A thorough inspection of this area requires the removal of the lower engines cowling and interior inspection plates.

It is recommended that aviation mechanics and Authorized Inspectors pay particular attention to the elevator and rudder flight control systems on all nose wheel type aircraft which have been previously damaged in a hard landing.

New Service Available to Aviation Public----On June 1, 1976, the Raleigh, FSS commissioned Enroute Flight Advisory Service - radio call "Raleigh Flight Watch". This service is available from 6:00 AM to 10:00 PM local time daily on frequency 122.0 MHz. Our transmitters and receivers are located at Raleigh, Winston Salem, New Bern and Wilmington which gives us coverage, as a minimum, of the eastern two-thirds of North Carolina.

The service offered by "flight watch" will consist of near real-time exchange of weather information with aircraft in flight. This information is derived from pilot weather reports, radar information and weather reports and forecasts. We particularly wish to emphasize the importance of pilot reports in this new service, and we solicit your reports at all times whenever you fly.

Please note that "flight watch" is a weather only service and is not used for other operational matters. Flight plan filing, etc. should be accomplished on regular enroute frequencies. We will, however, provide emergency service as may be required.

We urge you to call "Raleigh Flight Watch" on your next flight and participate in this new program.

PRO PILOT WORKSHOP

The division of Aeronautics of the N.C. Department of Transportation will conduct a professional Pilot Workshop at New Bern, N.C., August 18-20, 1976 at the Ramada Inn.

For additional information and registration write Division of Aeronautics, Professional Pilot Workshop, P.O. Box 25201, Raleigh, N.C. 27609.

SAFETY IS NO ACCIDENT

ACCIDENT PREVENTION

For the four-year period, 1971-1974, the State of South Carolina has the safest fatal accident rate in the Southern Region. Based on fatal accidents per 1000 aircraft, South Carolina has a rate of 2.86 as compared to 4.16 for the Southern Region and 3.99 for the United States.

Frank Kelley, FAA Accident Prevention Specialist would like to re-emphasize some of the objectives of the Accident Prevention Program.

An important part of the program are Accident Prevention Counselors, designated pilots selected by Accident Prevention Specialist and approved by the Chief of each General Aviation District Office.

The Counselors are requested to carry out certain responsibilities with the objective of improving flight safety. These responsibilities are:

1. To counsel individual airmen who exhibit unsafe acts;
2. To offer recommendations on matters designated to reduce aviation accidents;
3. To publicize accident prevention program activities and accomplishments;
4. To encourage and assist in the conduct of local aviation educational meetings, clinics and seminars;
5. To advise the Accident Prevention Specialist when unable to remedy hazardous situations;
6. To actively promote aviation safety; and
7. To promote and conduct courtesy proficiency flights.

Counselors in South Carolina are: Robert Godwin, Jr., Florence; Lester Hembel, Saluda; Robert Hemp-hill, Chester; Waymon Lanford, Greenwood; Elliott Lynam, Jr., Sumter; Frances Miller, Columbia; Cyrus Moss, Spartanburg; Carl Whittemore, Hanahan; Gil-

bert Woolard, Camden; George Welch, St. George; and Larry Yon, Owens Field, Columbia.

TO REPORT A STOLEN AIRCRAFT

1. Immediately notify the law enforcement agency having jurisdiction at the site of theft giving all available information. Request that the aircraft be entered into the National Crime Information Center of the FBI (NCIC).
2. Have the law enforcement agency taking the theft, report immediately notify the nearest FAA flight Service Station to activate the alert.
3. Notify the International Aviation Theft Bureau (301) 654-0500; TELEX: 89-8468; TWX: 710-824-0095, giving all available information to activate the U.S. Customs Service and Mexican Law Enforcement alerting network.
4. Notify your insurance company or agent as appropriate.

SPEED IN NOTIFICATION IS THE KEY TO
SUCCESSFUL RECOVERY.

AIRPORT AID BILL SIGNED

President Ford last week signed into law the Airport and Airways Development Act amendments of 1976. Among other items the bill provides for \$65 million for FY 1976 and the transition quarter, \$70 million for FY 1977, \$75 million for FY 1978, \$80 million for FY 1979 and \$85 million for FY 1980 for the development of general aviation airport relievers.

FAA Regional Officials have planned a meeting for August 24th at Columbia. The meeting will be

Airport Aid cont.

held at 10:00 a.m. in the South Carolina Opportunity School Auditorium and will be for the purpose of briefing airport officials and other interested persons on the new legislation. We hope that everyone interested in airport development in their community will make a special effort to attend this meeting.

WORKSHOP TOUR



Deplaning at Patrick AFB

On July 8th and 9th, 1976, participants in the Aviation Education Workshop at the University of South Carolina visited the Kennedy Space Center at Cape Canaveral, Florida.

The flight from Shaw Field to Patrick AFB, Florida was in an Air Force C-135 which is the military version of the Boeing 707 and the return trip was in an Air Force Reserve Fairchild C-123. The tour, which was arranged by the Civil Air Patrol enabled the teachers to view first hand the progress the U.S. has made in the space program. Of particular interest was the launching on the night of July 8.

South Carolina has been a leader in the field of aviation education. The first workshop was held in 1952.

The program is sponsored by the Aeronautics Commission and the S.C. Wing of the Civil Air Patrol. John F. Barry, Deputy Director of the Commission serves as Workshop Director.

BREAKFAST CLUB NEWS

Interest in the S.C. Breakfast Club is increasing with every meeting. President Bill Hawkins reports that new members are welcomed at each meeting and many old timers are returning to the fold.

On July 4th, the group met at Davis Field in Estill. The marginal weather didn't dampen the spirits of those who were able to attend, and Mr. Davis treated the club to a delicious Bar-B-Que. Nine aircraft and a total of 27 members were present.

On July the 18th, the meeting was held at the Batesburg-Leesville Airport and 18 aircraft were counted. Fifty members were present for breakfast.

Bill has scheduled meetings through October. Included in the schedule are two air shows and the annual meeting at Orangeburg for the election of officers.

The breakfast club schedule is as follows:

August 1	Greenwood
August 15	Florence
August 29	Clarendon
September 12	Greenville Downtown - Air Show
September 19	Georgetown - Air Show
September 26	Eagle Aviation - Columbia
October 10	Spartanburg - OrrCo
October 24	Orangeburg - Election of Officers