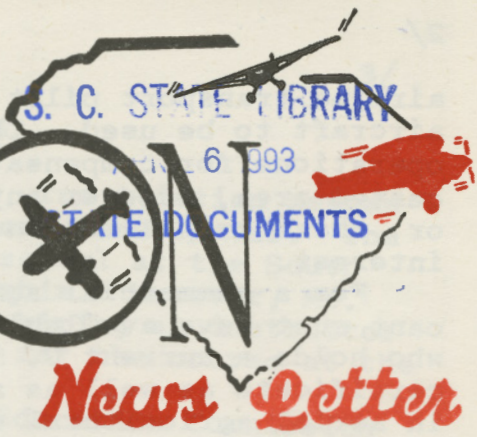


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South Carolina



AVIATION



News Letter

PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

G. C. MERCHANT, JR., DIRECTOR

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NO. 9

REGULATIONS ANNOUNCED BY FAA TO CONTROL AGRICULTURAL AIRCRAFT OPERATIONS

The first Federal regulations specifically governing agricultural flying and related activities were announced by the FAA.

The new rules, effective January 1, 1966, are designed to improve the safety of agricultural operations and protect persons and property on the ground. They establish, for the first time, national standards and requirements for private and commercial agricultural operator certificates, operating rules, aircraft airworthiness, pilot qualifications and record keeping for the 2500 operators engaged in agricultural flying.

The new rules also carry prohibitions against the aerial dispensing of Federally registered poisons for purposes other than for which they are registered with the U. S. Department of Agriculture or which are contrary to any safety instructions or use limitations on the label.

Under the new rules, aerial applicators are required to obtain either a private or a commercial agricultural aircraft operator certificate from the FAA. These are newly established Agency certificates. The certificates will remain effective until surrendered by the operator, or until suspended or revoked. A facsimile of the certificate must be carried in the aircraft.

To obtain a private agricultural certificate, the applicant must have a current U. S. private, commercial, or

airline transport pilot certificate and a rating for the aircraft to be used. The private operator cannot conduct operations for compensation or hire, or operate over a congested area, or over any property he does not own, lease, or, where crops are concerned, in which he has no property interest.

For a commercial agricultural certificate, the applicant must have available the services of at least one person who holds a current U. S. commercial or airline transport certificate as well as a rating for the aircraft to be used in aerial agricultural operations. The applicant himself may be that person.

Aircraft used may be either single-engine or multi-engine, fixed-wing or rotorcraft. The aircraft must be certificated by FAA and be airworthy. They also must be properly equipped for agricultural operations and have shoulder harnesses for pilots. The operator, private or commercial, must have a minimum of one aircraft.

Operators, or their designated chief supervisors and all pilots, will be required to demonstrate proper operational technique in conducting agricultural aircraft activities. They also will be required to show knowledge of materials used, including the handling of poisons. They must be familiar with the operating capabilities and limitations of their aircraft.

The rules provide that operators and pilots who hold a current FAA certificate of waiver to conduct aerial applications and have a satisfactory record of operation will not be required to demonstrate their knowledge and skill.

Requirements, procedures, and restrictions for operating within airport traffic areas, control zones, and over congested and non-congested areas are contained in the rule. Also covered are weight limitations and inspections, pilot experience requirements, the responsibility for operators to keep current records of their activities for at least 12 months and to make them available for FAA inspection on request.

State or local laws relating to the dispensing of agricultural materials and chemicals are not affected by the new FAA regulations. Nor do they attempt to establish flight procedures for specific crops or direct the use of particular application techniques, or prescribe the kinds of chemicals or other materials to be used.

MECHANICS SCHOOL

After almost two years of planning, two Aviation Mechanics Schools will open this fall at Florence and Sumter. The original plan was to begin a part-time school at the South Carolina Area Trade School in West Columbia. However, Mr. M. B. Robinson ran into difficulties in hiring an instructor for the program and has abandoned plans for the course at the trade school.

The Florence-Darlington Technical Education Commission will begin a full time program soon to qualify students for both the airframe and powerplant ratings.

All courses will be given in strict accordance with Civil Air Regulations and will require five quarters to complete.

The applicant for the course must be at least 16 years of age and must be able to understand and apply the basic principles of science and mathematics. The program is not restricted to high school graduates. Eligibility is based upon tests by the center and the Employment Security Commission. The costs of this course will be \$12.00-\$14.00 per month, plus books and tools. Additional information may be obtained by writing Mr. Bill Trader at the Florence-Darlington Technical Education Center, Florence, S. C.

The Sumter Technical Center's program will be a night school of part-time course primarily for students who have been working in the aviation industry and wish to qualify for the Aircraft and Power Plant Ratings. Mr. Joe Ramsey at the Sumter Technical Education Center is directing this program.

MIDLANDS NAMED LAKE DISTRIBUTOR

Midlands Aircraft Corporation at Owens Field at Columbia, has been named distributor for the 4-place Lake Amphibian. This amphibian is powered by 180 Lycoming engine and is a real performer in the air and on the water.

Midlands has also added a maintenance Department. Bill Powell, who is an A.I. is supervisor of this department. Bill Ware and Phillip Spencer are also employed as mechanics. Jim Hamilton is President of Midlands which also is the distributor for Mooney Aircraft.

FEDERAL AVIATION AGENCY
 VFR PILOT EXAM-O-GRAM * NO. 31
 FLIGHT PLANS (Series 2)

FEDERAL AVIATION AGENCY FLIGHT PLAN				FORM APPROVED BUDGET BUREAU NO. 04-8873.2	
1. TYPE OF FLIGHT PLAN <input type="checkbox"/> IFRS <input type="checkbox"/> VFR <input type="checkbox"/> IR <input type="checkbox"/> DVFR		2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE	4. TRUE AIRSPEED PROPOSED (2) ACTUAL (2) KNOTS	
5. INITIAL ORIGINATING AIRPORT		6. ROUTE OF FLIGHT		7. POINT OF DEPARTURE	
8. DESTINATION (Name of airport and city)		9. ESTIMATED TIME EN ROUTE HOURS MINUTES	10. FUEL ON BOARD HOURS MINUTES	11. ALTERNATE AIRPORT(S)	
12. REMARKS					
13. PILOT'S NAME		14. PILOT'S ADDRESS OR AIRCRAFT HOME BASE		15. NO. OF PERSONS ABOARD	
16. COLOR OF AIRCRAFT		17. FLIGHT WATCH			
FAA Form 398 (7-64)		CLOSE FLIGHT PLAN UPON ARRIVAL		SEE REVERSE (7233)	

The importance and the means of filing a flight plan for a VFR flight are described in Exam-O-Gram No. 30. In order that full advantage of these services may be realized, it is fitting that the pilot be familiar with the flight plan form itself. The form is available at any FSS and at many fixed base operator's offices. Before filing the flight plan every pilot is urged to receive a preflight briefing from the FSS specialist. A Pilot's Preflight Checklist (see below) is provided on the reverse side of the form to remind the pilot of the information which he should obtain. This includes WEATHER ADVISORIES (hazardous weather that is forecast in SIGMETS and AIRMETS); EN ROUTE WEATHER (covering the stations along the proposed route); DESTINATION WEATHER; ALTERNATE WEATHER (for stations to which you may proceed if unable to reach the destination airport); FORECASTS (for stations along the route); WINDS ALOFT (for the altitudes at which the most favorable winds may be found); NOTAMS (changes or hazards appropriate to the route of flight); and adequate MAP (chart) coverage. Provided beneath the checklist is a flight log for the pilot's use if desired. Just beneath the flight log is a reminder of the information that should be given in position reports.

PILOT'S PREFLIGHT CHECK LIST										DATE
WEATHER ADVISORIES		ALTERNATE WEATHER		FORECASTS		WINDS ALOFT		NOTAMS		6-12-65
EN ROUTE WEATHER		DESTINATION WEATHER		FLIGHT LOG		TIME		AIRSPACE RESTRICTIONS		
DEPARTURE POINT		RADIAL		LEG		PT TO PT		HAZARDS		
CHECK POINT		IDENT		FROM		REMAINING		TAKEOFF		
PNC		113.2		012		377		0900(mph)		
PNC		113.2		338		280		0943		135
PNC		113.2		332		-63		28		1011 135
PNC		113.8		217		2:17		1:11		1026
PNC		119.5		Ground Stop		+1:15		1:26		1124 145
PNC		121.9		265		-140		58		1140 145
PNC		262		77		2:24				1157 135
PNC		108.2		266		-39		16		
PNC		266		38		2:40				
PNC		113.3		336		-38		17		
PNC		336		-0-		2:57				
PNC		122.8		TOTAL		-0-		2:57		
PNC		122.8		TOTAL		-0-		2:57		

* Exam-O-Grams are non-directive in nature and are issued solely as an information service to individuals interested in Airman Written Examinations.

WHAT INFORMATION IS REQUIRED ON A FLIGHT PLAN? If you are uncertain as to the information needed or do not have the form available, the FSS specialist will assist you in completing the form or ask for specific information. However, the time spent in filing will be reduced considerably if you know ahead of time the type of information needed. Although the sample below is the most recent form, previous editions may be used since the information is generally the same.

FEDERAL AVIATION AGENCY FLIGHT PLAN				FORM APPROVED BUDGET BUREAU NO. 04-R072.2	
1. TYPE OF FLIGHT PLAN <input checked="" type="checkbox"/> FVFR <input type="checkbox"/> VFR <input type="checkbox"/> IFR <input type="checkbox"/> DVFR	2. AIRCRAFT IDENTIFICATION N 1234 B	3. AIRCRAFT TYPE Texaine 250	4. TRUE AIRSPEED (140 mph) 120 KNOTS	5. DEPARTURE TIME PROPOSED (Z) ACTUAL (Z) 1500 (0900C)	
6. INITIAL CRUISING ALTITUDE 7500	7. POINT OF DEPARTURE Will Rogers OKla City	8. ROUTE OF FLIGHT Via V-77 PNC/Direct ICT/ Direct DDC/ Via V-10 GCK/ Direct Scott City			
9. DESTINATION (Name of airport and city) Scott City Muni. Scott City, Kans.	10. ESTIMATED TIME EN ROUTE HOURS MINUTES 3 00		11. FUEL ON BOARD HOURS MINUTES 4 30		12. ALTERNATE AIRPORT(S) NR
13. REMARKS :15 min. stop at ICT. Will close flight plan with GCK FSS.					
14. PILOT'S NAME U.R. Wright		15. PILOT'S ADDRESS OR AIRCRAFT HOME BASE On file at OKC.			16. NO. OF PERSONS ABOARD 3
17. COLOR OF AIRCRAFT White - Red Trim	18. FLIGHT WATCH PNC - ICT - GCK				

FAA Form 398 (7-64)
USE PREVIOUS EDITION

CLOSE FLIGHT PLAN UPON ARRIVAL

GPO 1964 OF-739-900 SEE REVERSE (7233)

TYPE OF FLIGHT PLAN - Check the appropriate square for the type of flight. VFR is for a flight in conditions at or above VFR weather minimums. DVFR is for a VFR flight which penetrates an ADIZ. FVFR is for a VFR flight with a request for Flight Following Service. IFR is to be checked only for flights in instrument weather conditions.

AIRCRAFT IDENTIFICATION - Enter the full registration number of the aircraft (N1234B).

AIRCRAFT TYPE - Enter the aircraft manufacturer and the model designation; i. e. Cessna 140 (use of the model designation alone may cause confusion with a similar designation of a different manufacturer).

ESTIMATED TRUE AIRSPEED - Enter the estimated true airspeed at your cruising altitude and not the indicated airspeed. Although speed in knots is preferred, miles per hour is acceptable if you indicate mph.

DEPARTURE TIME - Enter the time at which you expect to take off. Greenwich Meridian Time (Z) is desired although local time may be used if you so indicate. The actual takeoff time will be recorded by the FSS after you report your actual takeoff time.

INITIAL CRUISING ALTITUDE - Enter the altitude above sea level (MSL) at which you plan to fly the first leg of the route. (Based on the magnetic course to be flown if 3,000 feet or more above the surface.)

POINT OF DEPARTURE - Enter the name of the airport and the city from which you are departing. Remember, many airports have the same name and many cities have several airports.

ROUTE OF FLIGHT - Enter the route to be flown; if a straight course from departure to destination, enter **DIRECT**; if other courses, describe the courses by airway number, fixes, etc., (via V-14 AEX, 180° radial ALI VOR, **DIRECT** KGS). A careful and exact description is important in the event search and rescue or in-flight assistance becomes necessary.

DESTINATION - Enter name of destination airport and city at which the flight is to terminate.

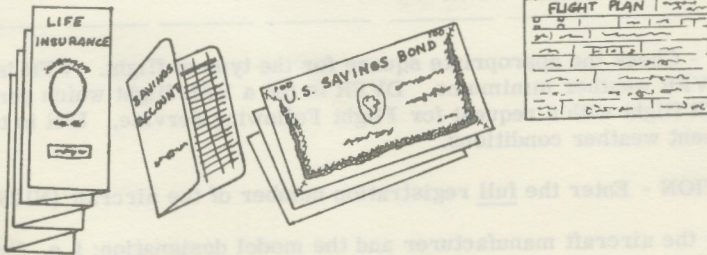
ESTIMATED TIME EN ROUTE - Enter estimated elapsed time from takeoff to landing at destination. This should include ground time during any stops while en route to destination.

FUEL ON BOARD - Enter the flying time available at cruise power with the amount of usable fuel. (Do not include the unusable fuel.) Remember to subtract the fuel already used since the last refueling.

ALTERNATE AIRPORT - No entry is required for VFR flights.

REMARKS - Enter any remarks of importance to the flight such as special radio frequencies, or that no radio is available. Any stops en route and the ground time at each stop should also be entered.

FLIGHT WATCH STATIONS - For entering the stations which the FSS may instruct you to contact while en route if you have requested Flight Following Service (FVFR flight plan).



A FLIGHT PLAN PROTECTS YOU WITH A "HELP ASSURANCE" PLAN.
FILE IT BEFORE DEPARTURE - CLOSE IT UPON ARRIVAL.

7/

FAA ANNOUNCES FEDERAL-AID AIRPORT PROGRAM
FOR FISCAL YEAR 1966

The Federal Aviation Agency has announced the allocation of \$740,600 federal funds for the construction of airports in South Carolina. Federal funds contained in the program will match those provided by the State through the Aeronautics Commission and local sponsors. The State contributes twenty-five percent of cost, local sponsor twenty-five percent.

South Carolina Airports included in the program using this formula are as follows: Anderson \$16,000 to install medium intensity lighting on runway 5-23, including 36" beacon and lighted wind cone. Bennettsville \$404,000 to develop a new airport which will be paved and lighted; Camden \$152,000 to extend existing runway, install medium intensity lighting system and reconstruct apron. Gaffney - \$100,000 to construct new airport; Moncks Corner - \$88,000 for paving; Sumter - \$100,000 to extend and widen existing runway and apron and install medium intensity lighting system. The Summerville Airport will be paved this year. However, this project will be completed without federal funds at a cost of \$40,000 on a basis of fifty percent state and fifty percent local funds.

ROWE AIRPORT, BENNETTSVILLE, S. C.

Cecil O. Boone is operating Buster Rowe's Airport at Bennettsville. Cecil took over the field shortly after Buster's untimely death and is providing an excellent service. He is an old timer in aviation and a faithful member of the Breakfast Club. Next time you are in the Bennettsville area, stop in to see him.

CLEMSON AIRPORT

Garrison Aviation, Inc., has been awarded the lease for the Clemson Airport. Reid Garrison, President of the Company has ample tie-downs and 80 octane fuel available on the field and plans to put in 100 octane very soon. The airport will be attended 24 hours a day and there is a telephone on the field. Reid will make arrangements for transportation from the airport to the Clemson Stadium for the home games.

SOUTH CAROLINA AERONAUTICS COMMISSION

P. O. BOX 1176
COLUMBIA, SOUTH CAROLINA

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B/

NOTICE TO ALL AIRMEN AND FACILITIES
IN NORTHWEST SOUTH CAROLINA

Mr. Ed Ruether, Supervising Inspector of the General Aviation District Office in Cayce, S. C., advises that effective on Sept. 1, 1965, his office will serve both the operations and maintenance interests of general aviation in the entire State of South Carolina.

In this connection, any inquiries, records, or reports pertinent to operations or maintenance should be submitted to this office. This will include, but is not limited to, the following:

Requests for flight tests, inspections and practical tests; applications for all types of FAA certificates - airman, air taxi, air agency, etc., pilot examiner files, periodic inspection reports; repair and alteration reports, requests for information, accident reports (or telephone notification to nearest FAA ATC facility).

For the past year, Northwest South Carolina has been under the jurisdiction of the Charlotte office. This change places all of South Carolina under the Cayce District Office.

Please advise any other interested persons of this change.