Palmetto Aviation

South Carolina Aviation Association

2026 Spring Edition

Shaping the Future from the Ground Up: McCormick County Airport

Airport Safety Grading Project recognized as South Carolina Airport Project of the Year - General Aviation Category for its transformative impact.

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SC Aviation Association Update

James Stephens, C.M., SCAA President

Since our last newsletter, we passed through the holidays, the annual airport conference, and we're over halfway through the legislative session. So much has happened in that short amount of time.

First, I'd like to thank the Beacon Association Management team for their work during this past conference. As always, they did an amazing job getting everything coordinated, scheduled, and executed. Thanks so much for all that you continually do for SCAA!

Second, I want to thank Frank Murray, SCAA Conference Committee Chairman, for his work in putting together the planning group for the conference. The content and format provided enabled some great opportunities for learning, networking, and collaboration.

Finally, I want to thank all who have been part of the ongoing legislative work that has come about during this session. We've not only been able to address and support continued and enhanced funding for South Carolina's airports; we've also been part of conversations and work around airline recruitment, tax overhaul discussions, and of course, we were able to say thank you to the legislature during our annual legislative reception. Related to legislation, the work is not finished yet. There are still ongoing discussions around funding, funding splits, needs and incentives, and we'll soon know if our work will pay off.

Apart from statewide initiatives, we just found out that the House Transportation Committee (in Congress) approved aviation safety legislation known as the Airspace Location and Enhanced Risk Transparency (ALERT) Act. As drafted, this act included provisions that would prevent airports from using ADS-B to collect any revenue from operators including takeoff and landing fees or to initiate an investigation (Section 105). Related to this passage, we're hearing about actions in the state that may be utilizing ADS-B data to validate based aircraft and operations, and that the data is being used to assess property taxes. If you know this is happening in your county, please let us know so that we evaluate the impacts of these decisions on aviation in our state.

My hope is that over the next few months, committees can be convened for the purpose of obtaining a better understanding of statewide differences in property tax assessments on personal aircraft, and for continued work on airline recruitment and retention.

As a reminder, South Carolina Aviation Week is in April, so please take part in an event at your local airport.

Blue skies,

James Stephens

South Carolina Aeronautics Commission Update

Gary Siegfried, Executive Director

The 2026 legislative session has been an active and consequential one for aviation in South Carolina. Several policy initiatives and budget developments are underway that will shape how airports operate, how aviation is regulated, and how infrastructure investments are prioritized across the state. Below is a summary of key legislative actions and the current status of the state budget as it relates to aviation.

Regulatory Update: Protection of Public Investment in Airports

One of the most significant developments this session is the advancement of new aeronautics regulations focused on the protection of public investment in airports (Document No. 5406). These regulations formalize long-standing statutory requirements already established in state law and provide a clearer, more consistent framework for both airport sponsors and local governments. The regulations serve two primary purposes. First, they standardize policies and procedures governing grants from the State Aviation Fund. This includes clearer guidance on eligibility, project prioritization, and grant assurances, improving transparency and consistency in how aviation funding is administered.

Second, the regulations address land use compatibility and safety near public-use airports. They reinforce existing statutory requirements that local governments consider aviation safety when making zoning and development decisions near airports. Importantly, these regulations do not override local authority. Instead, they enhance coordination between the state and local jurisdictions to ensure that development near airports does not create safety hazards or undermine significant public investment. As South Carolina continues to experience rapid population growth and increased development pressure, these regulations are intended to reduce conflicts, improve predictability, and protect both aviation infrastructure and the public.

H.4624 – South Carolina Clean Air Act

H.4624 has generated considerable discussion within the aviation community due to its potential implications for aircraft operations and airport activity. As currently drafted, the bill seeks to regulate certain atmospheric emissions and includes provisions that could impose civil and criminal liability on pilots, airports, and aviation-related businesses.

Legal analysis indicates that the bill raises several significant concerns. Chief among them is the issue of federal preemption. Aviation operations, including aircraft emissions and flight activity, are largely governed by federal law. As such, attempts to regulate these areas at the state level may conflict with federal authority.

Additionally, the bill could create substantial uncertainty for aviation stakeholders. Its broad language and potential for citizen lawsuits may expose airports and operators to increased litigation risk, even for routine operations. There are also concerns that the bill could impose new costs on the Aeronautics Commission, including increased staffing, legal coordination, and technical consulting needs.

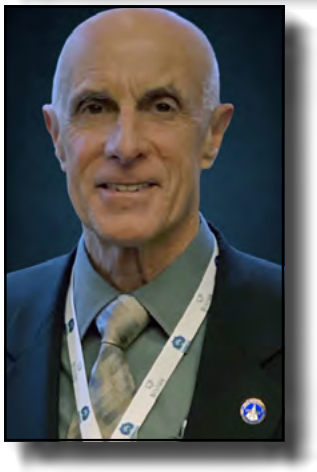
While the intent of the legislation may be to address environmental concerns, its current structure could have unintended consequences for aviation activity, economic development, and the overall viability of airport operations in South Carolina.

H.4679 – South Carolina Drone Regulation and Public Safety Act

H.4679 addresses the growing use of unmanned aircraft systems (UAS) and seeks to establish additional state-level regulations focused on public safety. While the bill reflects legitimate concerns regarding drone operations, it also raises important legal considerations. *(Cont. on page 13.)*

Safety Update

Leo Berube, CFI, CFI-I, MEI, FAASTeam Representative



An Emergency Locator Transmitter (ELT) is a crucial safety device in aviation. It helps rescuers locate downed aircraft after an accident and also minimizes risks to Search and Recovery (SAR) personnel during SAR operations.

To ensure proper installation and functionality, ELT's must be inspected per 14 CFR 91.207 - Emergency Locator Transmitters. One component of an aircraft annual or condition inspection centers on ELT inspection, battery life and battery replacement. New ELT battery expiration dates are entered into the aircraft logbook but may be unintentionally overlooked until the next aircraft inspection.

For this edition of our Aviation Safety Update, I reached out to Vic Syracuse, Author of EAA Sport Aviation "Checkpoints" column. Vic is a well known authority on aircraft mechanical and technical issues within the aviation community. Easily Overlooked originally ran column in the August 2022 issue of EAA Sport Aviation magazine.

Leo Berube

Easily Overlooked

By Vic Syracuse, EAA Lifetime 180848

This piece originally ran in Vic's Checkpoints column in the August 2022 issue of EAA Sport Aviation magazine.

I'm thinking that the loose jam nut plague might be under control, as we rarely see one monthly now. Compare that to multiple instances on several aircraft weekly just a few short years ago. I don't doubt there are still some out there, and I'd still wager I could find a dozen or more in short order just by walking the flightline at EAA AirVenture Oshkosh and snooping around. I think the campaign worked, as we often hear comments such as "I checked the jam nuts" when customers are dropping off their aircraft for maintenance.

We are seeing some other repeat maintenance issues across the fleet, and I'd like to highlight a couple. These would be the top issues that owners/pilots can address.

Some may require corrective action, and some may just require a regular check to see if any action is necessary.

The first one has to do with emergency locator transmitters (ELTs). FAR 91.201 covers the requirements for ELTs, and you should familiarize yourself with it, even if you rent an airplane. I am aware of checkrides and air show participation being stopped due to ELT requirements not being met. I will focus on the three key requirements: location, testing, and batteries.

For you builders, the regulation states that the ELT should be affixed to the airplane as far aft as possible. We see many of them installed in the cockpit, so that is the first no-no.

The next requirement is that every 12 months the ELT must be inspected for proper installation, battery corrosion, operation of the controls, and the presence of a sufficient signal radiated from its antenna. We have seen some ELTs whose batteries have corroded to the point that they have leaked outside of the ELT and caused major corrosion to the aircraft structure.

Continued on Next Page

This is what happens when the batteries are allowed to expire. There is the distinct possibility of the battery leaking and causing airframe corrosion, as seen here.

There are two types of ELTs. The older ones broadcast only on 121.5 MHz, which is in the aviation band. The newer 406 MHz ELTs broadcast on a protected international distress frequency monitored by satellites. Most of us older pilots were trained on the analog 121.5 MHz ELTs, and the test was to activate the switch during the first five minutes of any hour and listen on an aviation radio for no longer than three audible beeps.

The digital 406 MHz should only be tested in accordance with the manufacturer's instructions, as many of them emit various tones to indicate a pass/fail test. The test should be limited to less than 30 seconds. This will preclude the satellites from receiving a signal from the 406 MHz beacon when it is activated. If the selection to the "ON" position is minimized to 30 seconds or less, there is sufficient time protection to prevent crossing the 50-second time threshold for activating the 406 MHz locator signal. No airborne tests of either type of ELT are allowed.

The last item has to do with the battery. Again, FAR 91.207 provides the guidance. Whenever the transmitter has been in use for more than a cumulative hour, or whenever the battery has reached 50 percent of its useful life, it must be replaced. Most ELTs that require a specific battery usually have a replacement date stamped on the battery and come with a decal to be affixed to the outside of the unit. Some ELTs use D cell batteries. For those, look at the expiration date on the battery and use 50 percent of that for the replacement requirement.

Here's why we see the lowly ELT causing us so many problems. First, the replacement date of the battery must be marked on the outside of the transmitter and entered into the aircraft records. Less than half of the amateur-built aircraft we look at meet this requirement. The annual testing requirement should also be entered into the logbook. We make sure this is completed during the annual/condition inspection. However, here's where it starts to go awry, especially for nonbuilder owners.

Continued on scaaonline.com

2026 SCAA Conference

The Business of Aviation Revisited

More than 300 aviation professionals, airport leaders, and industry partners gathered in Myrtle Beach for the SCAA Annual Conference, where this year's theme, The Business of Aviation, underscored the essential role airports play in driving economic impact and connectivity across the state.

The conference delivered a well-rounded program designed to meet attendees where they are, with dedicated breakout tracks for commercial service and general aviation airports. These sessions created space for meaningful dialogue and practical takeaways, shaped in part by participation from airports across South Carolina, including Anderson Regional, Bamberg County, Charleston International, Columbia Metropolitan, Florence Regional, Greenville Downtown, Greenville-Spartanburg International, Hilton Head Island, McCormick County, Myrtle Beach International, and Spartanburg Downtown Memorial, among others. Their willingness to share insights and experiences continues to strengthen the collective knowledge base of the industry.

General sessions offered a strong mix of strategy and perspective, including a State of Aerospace discussion featuring Gary Siegfried of SCAC and Bradley P. Van Dam of AAAE, as well as a dynamic Hangar Valuation Panel with representatives from Kimley-Horn, Vantage Aviation, and SCAC Executive Director Gary Siegfried. An Aviation Education Program panel further highlighted the importance of workforce development, bringing together voices from education and aviation to explore pathways for the next generation.

The conference's keynote speakers, Elizabeth McCormick and Anton Gunn, delivered impactful messages centered on leadership, resilience, and personal accountability, reminders that resonated well beyond the session rooms.

Legislative engagement remained a key component of the event, offering attendees valuable access and insight. A fireside chat featured Rep. Heather Crawford, Chair of the House Transportation Subcommittee, alongside SCAA President James Stephens, providing perspective on statewide priorities. A preview of the upcoming Legislative Reception, led by SCAA Lobbyist Ben Homeyer, further emphasized the importance of continued advocacy and relationship-building at the state level.

Equally impactful was the presence of SCAA's sponsors and exhibitors, whose support plays a vital role in the success of the conference and the association as a whole. Their investment not only enhances the conference experience but also directly supports the continued advancement of aviation across South Carolina.

That spirit of investment extended to the conference's golf tournament and silent auction, which raised funds for the SCAA Scholarship Program, an initiative dedicated to developing the next generation of aviation professionals.

The conference also provided an opportunity to recognize outstanding achievement through the 2025 Airport Project of the Year Awards, honoring McCormick County Airport for its Airport Grading Project and

Anton Gunn Keynote Speaker sponsored by Ardurra

Elizabeth McCormick Keynote Speaker sponsored by Foth

Columbia Metropolitan Airport for its Checkpoint Modernization—two projects that will be explored in depth in additional articles in this publication.

As momentum continues to build, SCAA looks ahead to its next annual gathering, scheduled for February 10–12, 2027, at the Hilton Beachfront Resort & Spa in Hilton Head, South Carolina. With the continued support of its members, sponsors, and exhibitors, the association remains committed to delivering meaningful opportunities for connection, collaboration, and growth across South Carolina's aviation community.

Conference Banquet and Reception sponsored by Talbert, Bright & Ellington

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SOUTH CAROLINA AVIATION ASSOCIATION

The Business of Aviation

SCAA 2026 Annual Conference

February 11-13, 2026

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Airport Project of the Year GA

McCormick County Airport Earns South Carolina Project of the Year - General Aviation Category

Celebrating South Carolina's proud network of general aviation airports, McCormick County Airport (S19) is a name now associated with remarkable progress. Established in the mid-1980s as a VFR, daytime-only airfield, S19 operated without fuel services, hangar facilities, lighting, or a terminal building. What truly demanded attention, however, were the safety challenges caused by irregular terrain and topography obstructions—issues that made it clear improvement was essential.

Following completion of the 10-year Airport Development Study, McCormick County identified a roadmap to bring S19 into compliance with state and federal safety standards and to position the airport for future inclusion in the FAA's National Plan of Integrated Airport Systems (NPIAS). As the county shared, "The grading project served as the critical first step toward achieving this long-term goal."

The Airport Safety Grading Project, honored as 2025 South Carolina Project of the Year (General Aviation category), at the 2026 SCAA Annual Conference in Myrtle Beach represents a milestone in enhancing safety. According to McCormick County, "The grading project was a critical step in enhancing the safety for pilots, aircraft owners, and passengers by addressing terrain-related hazards when arriving or departing from the McCormick County Airport." But safety wasn't the only outcome. As noted by the project leaders, "It also laid groundwork for the future development of hangars, terminal building, fuel services, and parking, positioning the airport to better serve both current users and future demand."

As South Carolina airports know well, successful airport projects often hinge on collaboration, and McCormick County's experience underscores that truth. "The Airport Safety Grading Project had the following key partners: McCormick County, SCAC, South Carolina Army National Guard (SCArNG), local contractor Palmetto Site Construction, LLC, and project engineer MaesAwyr, LLC," shared the county. McCormick County's Administration and County Council provided the political will, while SCAC offered vital "technical guidance and leadership from the initial discussions through project completion."

SCAC's Airport Development Grant contributed approximately 88% of project funding. MaesAwyr, LLC, provided technical leadership and project management throughout the project.

Meanwhile, the SC Army National Guard (SCArNG) brought the project to scale through its Innovative Readiness Training (IRT) program, which merges military training with local community needs. In McCormick County's words, "The SCArNG, through the Innovative Readiness Training (IRT) program, provided the equipment and manpower. Local contractor, Palmetto Site Construction, LLC, carried out supporting construction activities in the field, providing services beyond the scope of the SCArNG's work." And their contribution was substantial. "It cannot be stressed enough that without the equipment and manpower provided by SCArNG, McCormick County could not have financially accomplished the project. It is estimated SCArNG forces moved 276,652 cubic yards of soil, resulting in an estimated cost savings of approximately $4.8M."

Projects of this scale demand flexibility and persistence, qualities McCormick County emphasized throughout. "Not so much a lesson learned, but patience, perseverance, and ability to pivot were key attributes," said Mark Warner, SCCED, Director, Economic & Community Development at McCormick County. Planning began in 2022 and finished in 2025, with coordination among Guard elements across multiple counties.The county observed, "While executing a complex project such as this requires discipline, it also requires flexibility and creativity." Coordination between SCArNG, FAA, SC DES, and the U.S. Army Corps of Engineers added complexity and extended timelines, an effort described with precision: "From mid-2022 to May 2025, the effort involved planning, design, permitting, and related activities. That is nearly 20 days of planning, design, and permitting that were required for each day of actual work."

The IRT program proved mutually beneficial. As McCormick County shared, "The IRT is designed to pair military training with community needs. A key component is Mission Essential Training, which our grading project supported effectively. Three engineering brigades were able to train in a project that prepares them for constructing an airfield in a real-world operational setting." The partnership emphasized service, readiness, and the tangible benefits of cooperation between defense and local development. "Members of the units involved expressed their appreciation for being able to train on such a project while providing a tangible benefit for McCormick County."

Before:

Pre-2025 Conditions

After:

Grading Complete

Grassing In Progress

Photos and cover courtesy of McCormick County Airport and MaesAwyr, LLC.

Perhaps most importantly, the grading project established the foundation for the county's 10-year development plan. "The grading project not only ad dressed safety issues related to the airport's challenging geography, but also cleared, grubbed and rough graded additional property needed for future hangars, fuel service, terminal building, and public parking."

Already, the results are rippling through the community. "The Airport Safety Grading Project attracted significant attention from community members, some of whom did not know McCormick County had an airport," said Warner. "We have a core group of volunteers made up of residents who own, fly, or are in the process of acquiring an aircraft. We have also partnered with the public school system to get the students knowledgeable and interested in aviation as a vocation or an avocation."

The completed project captured widespread support and momentum, reflected in 2024's voter-approved Capital Projects Sales Tax, funding local improvements. As the county proudly noted, "The Airport Safety Grading Project secured one of the largest grants ever awarded by the South Carolina Aeronautics Commission—$1,547,165."

As one of the most visible projects in McCormick County to date, the airport grading effort illustrates what persistence, partnership, and purpose can achieve, and why this airport's journey earned top honors in South Carolina's aviation community.

L to R: Jim Hamilton, Jackie Brown, Chris Eversmann, Skeets Cooper, Chris Bethea, Bernie Hamby, Charles Cook, Charles Jennings, Daniel Gibson, and David Morrah reopen runway 18/36 at McCormick County on December 19, 2025. Photo courtesy of McCormick County Airport.

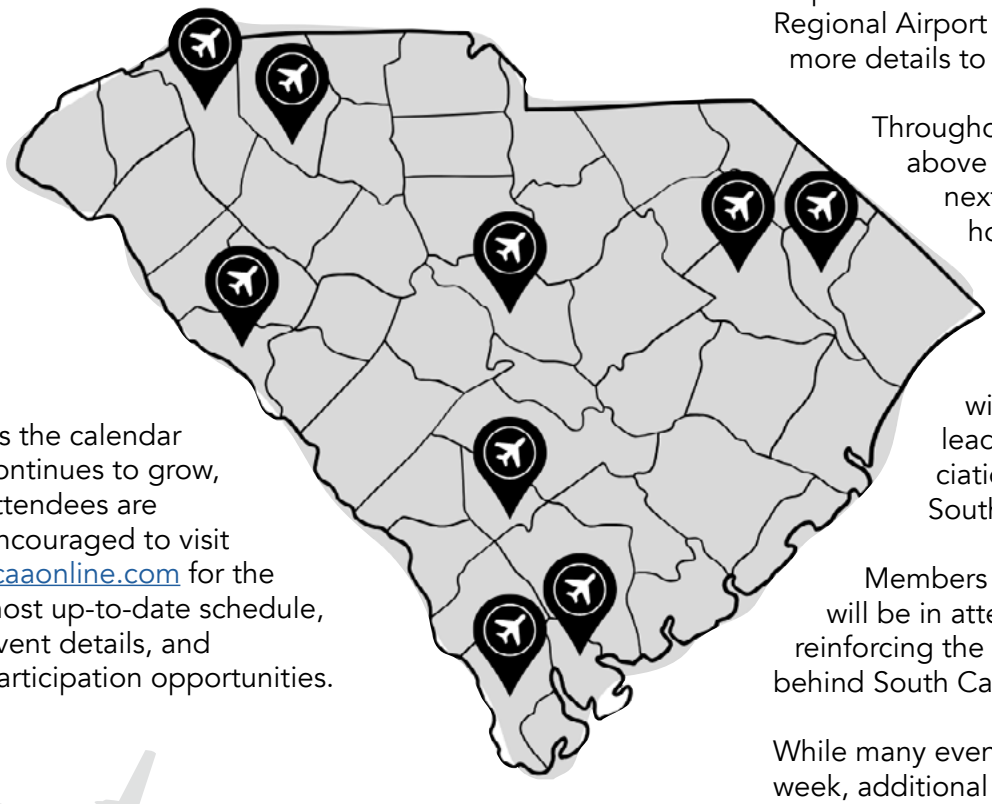
L to R: Mark Warner SCCED is presented with SC Airport of the Year award by SCAA President James Stephens, at the 2026 SCAA Conference in Myrtle Beach. SCAA Conference photos courtesy of T.Butler.

South CarolinaAviation Week

South Carolina communities are welcome to join SCAA and SCAC this April as aviation enthusiast, students, and families across the state come together to celebrate South Carolina Aviation Week, April 19–25, 2026. With events spanning multiple airports and regions, this weeklong celebration highlights the energy, impact, and opportunity found throughout the state's aviation industry.

The lineup begins just ahead of Aviation Week at Beaufort Executive Airport, where 5K/10K runway race and community festival help kick off the excitement. The South Carolina Breakfast Club will meet at Broxton Bridge Plantation and Triple Tree Aerodrome will host the 2026 AviCom-South Carolina competition for students to test their airmanship while celebrating the U.S. 250th Anniversary.

From there, student-focused drone programming and industry engagement continue in the Upstate, including discovery flights and hands-on aviation experiences at Greenville Downtown Airport. There are invitations to community gatherings like a fly-in/drive-in at Marion County Airport and an open house at Ridgeland Claude Dean Airport. The week culminates back in Greenville with the Guns Garin Memorial Foundation Aviation Expo at Greenville Downtown Airport, bringing together aviation and community in a dynamic, family-friendly setting. Additional participation is also expected at airports like Florence Regional Airport and McCormick County Airport with more details to come.



Throughout the week, a few themes rise above the rest: creating pathways for the next generation of aviation professionals, honoring veterans and service members, and strengthening community connections through shared experiences. Attendees can expect opportunities to engage with students, educators, and industry leaders while gaining a deeper appreciation for the role aviation plays across South Carolina.

As the calendar continues to grow, attendees are encouraged to visit scaaonline.com for the most up-to-date schedule, event details, and participation opportunities.

Members of the SCAC and the SCAA Board will be in attendance at various events, further reinforcing the statewide collaboration and support behind South Carolina Aviation Week.

While many events take place during the official week, additional activities surrounding the dates help extend the celebration even further.

Welcome Newly Elected SCAA Board Members

The SCAA continues to build on its strong foundation of leadership with the announcement of its 2026 Executive Committee and Board of Directors. Representing a cross-section of airports and aviation partners from across the state, the newly elected and returning members reflect a shared commitment to advancing South Carolina's aviation system.

James Stephens, C.M., Airport Director of Greenville Downtown Airport, and Stephen Parry, Deputy Director of Beaufort County Airports, were reelected to serve additional terms through 2029, providing continuity and experienced leadership.

They are joined by newly elected board members Brad Beadles, Executive Director of Florence Regional Airport, and Nathan Yokoyama, Director of Engineering for the Charleston Regional Aviation Authority, each bringing a strong background in airport operations, planning, and development.

"I hope to support collaboration across South Carolina airports, share practical lessons learned, and help advance policies and initiatives that strenghen aviation statewide."

Nathan Yokoyama,
Director of Engineering , Charleston Regional Aviation Authority

Yokoyama, who oversees planning, design, and construction across Charleston International, Mt. Pleasant Regional, and Johns Island Executive airports, emphasized the importance of collaboration in his new role. "I hope to support collaboration across South Carolina airports, share practical lessons learned, and help advance policies and initiatives that strengthen aviation statewide," he said. His work requires ongoing coordination with federal, state, and local partners—including the FAA, TSA, CBP, Department of Defense, and U.S. Army Corps of Engineers—managing complex, grant-funded projects and regulatory processes that are critical to airport growth.

Beadles brings more than 15 years of aviation experience to the board, along with a strong focus on advocacy and economic development. "I hope to shed more light on the role and importance of airports as economic drivers in South Carolina," he shared.

In addition to leading Florence Regional Airport, Beadles is an Accredited Airport Executive (AAE), holds a master's degree in aviation management from Embry-Riddle Aeronautical University, and is actively engaged in both state and national aviation initiatives. His background also includes service as a United States Marine Corps veteran and a Part 135 helicopter pilot.

"I hope to shed more light on the role and importance of airports as economic drivers in South Carolina."

Brad Beadles
Executive Director, Florence Regional Airport

SCAA Board Update (Cont.)

Jim Taylor, Airport Manager of Georgetown County Airport, was previously appointed to fill a vacated term through 2027. The SCAA Executive Committee is led by President James Stephens, alongside Vice President Frank Murray, Vice President of Planning and Engineering at Columbia Metropolitan Airport, and Secretary/Treasurer Chris Birkmeyer, Aviation Group Leader at Ardurra. Together, the Executive Committee and Board of Directors play a critical role in guiding the association's efforts to support airports, foster industry collaboration, and advocate for policies that benefit aviation statewide.

Pictured with SCAA President James Stephens, Denise Bryan and Ryan Hounshell were recognized at the 2026 SCAA Annual Conference for their dedicated service on the Board of Directors. Not pictured are Kevin Howell and Terry Connorton were also honored for their service on SCAA's Board during the ceremony.

As SCAA looks ahead, the strength and diversity of its leadership ensure the association remains well-positioned to address the evolving needs of South Carolina's aviation community while continuing to highlight the essential role airports play in connecting and growing the state.

2027 South Carolina Aviation Hall of Fame

Recognizing those Who have Advanced Aviation in South Carolina

Updated guidelines are now in place for the South Carolina Aviation Hall of Fame, with members of the aviation community encouraged to review the revised criteria prior to submitting nominations.

Entries must follow the instructions outlined in the Call for Nominations form, with a deadline of August 31, 2026. The next class of inductees will be announced at the 2027 SCAA Annual Conference in Hilton Head. For complete details and to submit a nomination, visit scaaonline.com.

Photos of 2025 Aviation Hall of Fame Inductees L to R: Chris Holder, Thomas "Stoney" Truett, and Paul Werts.

SCAC Update (Cont.)

As with H.4624, federal preemption is a central issue. The Federal Aviation Administration (FAA) maintains exclusive authority over the regulation of airspace and aircraft operations, including drones. Any state legislation in this area must be carefully crafted to avoid conflicts with federal law.

Budget Update

From a funding perspective, this year's budget process has yielded encouraging developments, though final outcomes remain uncertain.

The South Carolina Aeronautics Commission initially requested $94.65 million in recurring funding to support statewide aviation needs. The Executive Budget Office recommended $8.27 million in recurring funding, while the House Ways and Means Committee advanced a more robust proposal that includes $10 million in recurring funding along with a significant $60 million in one-time funding for airport capital improvements.

This proposed level of investment reflects a growing recognition by state leaders of the critical role that airports play in economic development, connectivity, and emergency response. The one-time funding allocation, in particular, has the potential to accelerate long-needed infrastructure projects across the state. We are grateful for this show of support from both Governor McMaster and House Ways and Means. The Senate is currently developing its version of the budget, and final funding levels will be determined through the conference committee process in the coming months.

Looking Ahead

As the legislative session continues, the aviation community remains engaged on multiple fronts—supporting policies that strengthen airport infrastructure, ensuring regulatory clarity, and advocating for funding that meets the state's growing needs.

South Carolina's aviation system is a vital component of the state's economy and transportation network. The decisions made during this legislative cycle will have long-term impacts on how that system grows and adapts in the years ahead.

Fair Skies,

Gary Siegfried

SCAA extends sincere thanks to Ardurra for sponsoring the Scholarship Golf Outing during the annual conference. Combined with proceeds from the conference silent auction and a $1,000 pledge from the Welcome Reception sponsor Para-Port Doors, LLC, a total of $11,755 was raised in support of aviation scholarships.

SCAA also appreciates the continued generosity of members and partners who contribute to the scholarship program throughout the year. SCAA Scholarship Program applications are due annually by April 30.

Visit scaaonline.com/scholarship for full details.

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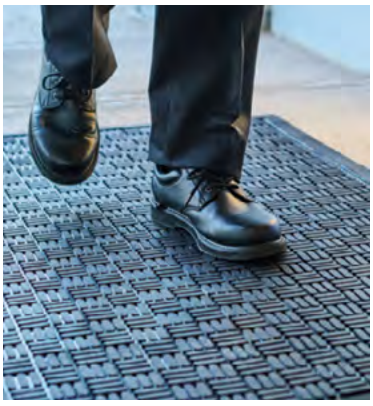

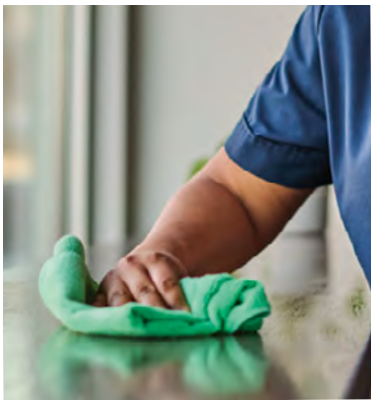

SOUTH CAROLINA AVIATION ASSOCIATION

UniFirst
UNIFORMS SERVICES SOLUTIONS

Every other Sunday since 1938, pilots and aviation enthusiasts have met for breakfast at an airport somewhere in South Carolina and a few surrounding states.

Breakfast is typically between $10-15 per plate and ready around 9 a.m. Everyone is welcome. The only rule is to fly safe!

Please visit southcarolinabreakfastclub.com for updates.

2026

April 19 – Broxton Bridge Plantation (SC55)

May 3 – Aiken Regional (KAIK)

May 17 – Palmetto Air Plantation (SC41)

May 31 – Rock Hill (York Co) - Bryant Field (KUZA)

June 14 – Greenwood County (KGRD)

June 28 - Hartsville Regional (KHVS)

July 12 - Florence Regional (KFLO)

July 26 - Union County - Troy Shelton Field (35A)

August 9 - Berkeley County (KMKS)

August 23 - Triple Tree (SC00)

September 6 - Pageland (KPYG)

September 20 - Laurens County (KLUX)

October 4 - Kershaw County - Woodward Field (KCDN)

October 18 - Jim Hamilton/LB Owens (Columbia Downtown) (KCUB)

November 1 - Conway/Horry County (KHYW)

November 15 - Orangeburg Municipal (KOGB)

November 29 - Fairfield County (KFDW)

December 13 - Greenville Downtown Restaurant (KGMU)

MEMBERSHIP APPLICATION

SOUTH CAROLINA AVIATION ASSOCIATION

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Membership Category

Circle the category that best describes you:

Pilot	Government Official*
FBO	Consultant
Vendor	Airport Director/Manager/Staff

*Includes airport commission member, state, federal, or other government agencies.

Please include any additional descriptions that apply to you on the line below. (Examples: Commissioner, Commission Chair, Airport, Executive Director, Manager, FBO, Consultant, Vendor, Pilot, etc.)

_____

_____

_____

Name _____

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