

The Runway

1942 – The U.S. Government activated facilities as the Greenville Army Air Base to train B-25 crews in WWII. The runway was used for military planes and air bombers.

1945 – Base deactivated at the end of WWII.

1946 – Reactivated as the home of the 9th Air Force.

1948 – Name changed to the Greenville Air Force Base.

1951 – The base was renamed for a third time as the Donaldson Air Force Base in honor of Capt. John O. Donaldson, the fourth ranking aerial ace of WWI and Greenville native. The 18th Air Force, or Troop Carrier, was activated, which was the first of its kind in U.S. Air Force history.

1962 – U.S. Air Force moved the Military Air Transport Command to Hunter Air Base in Savannah, Ga.

1963 – Donaldson Air Force Base was finally closed and all of the remaining facilities were sold back to the city and county government per a reversionary clause.

1975 – “Home” rule was established, creating the Donaldson Development Commission with three members appointed by the city of Greenville; three members appointed by Greenville County and one member appointed at large.

2008 – Donaldson Center Industrial Air Park was renamed S.C. Technology and Aviation Center.

2011 – More than 80 businesses and more than 4,000 employees are at the technology and aviation park. Plans are put into motion to use one runway to test vehicle technology after more than 45 years of sitting dormant.

Source: S.C. Technology and Aviation Center.

Auto technology cleared for take off



A 5,000-foot runway at SCTAC will be used to test vehicle technology through a new partnership with the Clemson University International Center for Automotive Research. (Image/Provided)

Idle runway to become vehicle test track

by **LIZ SEGRIST**
 lsegrist@scbiznews.com

Automotive companies will soon have a place in Greenville to test drive emerging technology.

The S.C. Technology and Aviation Center, or SCTAC, has a 5,000-foot-long runway that’s been sitting dormant for more than 45 years on 300 acres at 2 Exchange St. in Greenville, said SCTAC President and CEO Jody Bryson.

It will become a test bed for new vehicle and infrastructure technologies to further research of sustainable mobility and connected, clean transportation systems.

The Clemson University International Center for Automotive Research, or CU-

ICAR, will engage in testing of next-generation transportation; clean transportation technology; and connected vehicle research at the site.

This could include testing for all types and sizes of electric and alternative fuel vehicles, such as natural gas- or hydrogen-powered cars. It could also focus on vehicle-to-infrastructure interaction, such as charging-in motion and high-bandwidth wireless networks.

Automotive companies can also test their technologies through a CU-ICAR membership in which they would have preferred access to test at the facilities. Membership cost and length is still being determined.

CU-ICAR Research Professor and Program Director Joachim Taiber said many of the larger automakers have their

see **AUTO**, page 15

AEROSPACE IN THE UPSTATE

Company	City
2AM Group LLC	Spartanburg
3M Co.	Greenville
Action Research Corp.	Greer
ADEX Machining Technologies LLC	Greenville
Advanced Composite Materials LLC	Greer
Aerospace Design Concepts	Abbeville
AF Gloenco (Ameriforge)	Greenville
Airflow Performance	Spartanburg
Airline Container Leasing	Easley
Amamco Tool & Supply Co.	Duncan
Applied Technical Services Inc.	Greenville
Arc Products Inc.	Greer
AvQuotes	Greer
Axon Aerospace	Greenville
BMI Corp.	Greenville
Burnstein von Seelen Precision Castings Corp.	Abbeville
CeramTec North America Corp.	Laurens
CH2M Hill Lockwood Greene	Spartanburg
Champion Aerospace Inc.	Liberty
Contec Inc.	Spartanburg
Cytec Carbon Fibers LLC	Piedmont
D3 Technologies Inc.	Greenville
Flexible Technologies	Abbeville
Gas Turbine Efficiency Ltd.	Duncan
GE Aviation	Greenville
Goodyear Turbine Fuel Technologies	Greenville
H&L Accessory Inc.	Greer
Honeywell International Inc.	Greer
Imperial Die Castings Co.	Liberty
Jobscope LLC	Greenville
JPS Composite Materials Corp.	Anderson
JPS Industries Inc.	Greenville
Just AirCraft LLC	Walhalla
Kascar LLC	Greenville
Kemet Electronics Corp.	Simpsonville
KTM Solutions Inc.	Greenville
Lockheed Martin Aircraft Center	Greenville
Lockheed Martin Corp.	Greenville
Meyer Tool Inc.	Greenville
MGA Research Corp.	Greer
Michelin Aircraft Tire Corp.	Greenville
Michelin North America	Greenville
Morgan Advanced Materials & Technology	Greenville
Parker Hannifin Corp.	
TechSeal Division	Spartanburg
Platronics Seals	Spartanburg
Ranger International Services	Greenville
SIGMA Technology Services	Greenville
Southeast Broach Co. LLC	Greer
Stevens Aviation	Greer and Greenville
Tiger Enterprises & Trading, Inc.	Fountain Inn
TMA Tools Services	Liberty
Trelleborg Coated Systems US.	Spartanburg
Varinit Corp.	Greenville
Woven Electronics	Simpsonville
YH America South Carolina	Easley

WHEN ONE WRONG MOVE COULD COST YOU THE GAME

A competitor suing to shut you down, a challenge to your IP rights, or a class action involving thousands of claimants... If successful, they could destroy more than your company’s goodwill or third-quarter earnings. When facing Bet-the-Company Litigation, rely on a firm with the reputation, experience, and bench strength to defend all that’s at stake.

Steve Farrar—Selected by his peers for inclusion in *The Best Lawyers in America*® 2011* Bet-the-Company Litigation | 864.240.2433
 steve.farrar@smithmoorelaw.com | www.smithmoorelaw.com
 *(Copyright 2010 by Woodward/White, Inc., of Aiken, S.C.)



AUTO, continued from page 11

own tracks, but this can become too expensive for smaller OEMs or suppliers.

“We offer a model where different companies that normally could not afford to use these test abilities and tracks to work with CU-ICAR to use them,” Taiber said. “We can now test in state things that we would normally have to test out-of-state.”

There are similar test facilities in Michigan and California, for instance, but this facility is unique to the Southeast, he said.

“This is new because it includes the infrastructure component to testing facilities,” Taiber said. “We have a model that could be used for a variety of companies for the infrastructure side and vehicle side, and having a test facility so close to an automotive facility is unique to the state and the region.”

The next generation vehicles will be electric- or biofuel-powered. They will require an energy supply, on-board information technology and bi-directional communication between the road and vehicle, Taiber said.

Taiber said that companies might want to test different types of charging stations for electric vehicles, for example, or test a car’s aerodynamics and verify necessary changes on the long straightaways of the runway.

“By reaching out to CU-ICAR and pooling our economic development efforts, we uncovered an opportunity

where they were looking for a place to do real-world testing coming out of the CU-ICAR program,” Bryson said. “They had everything, except places to do testing under real-life conditions in a test-bed infrastructure.”

Bryson said in 2008 he wanted to bring a definitive economic development focus to SCTAC. By rebranding the center, he hoped to position it to compete globally for innovation and job creation.

Bryson and Taiber partnered up soon after and decided to shift the mindset of the inactive runway from preservation to action. Bryson said by challenging the SCTAC board to think outside the box, a consultant was hired to do a feasibility study in 2009. Positive study results led to phase one of a due diligence study that Taiber directed.

“This was CU-ICAR’s missing piece of business,” Bryson said. “The runway’s layout, the runway’s size, the timing, a receptive board and its proximity to CU-ICAR was the perfect combination.”

Today, SCTAC and the private sector have raised about \$500,000 for the first two phases and are in the process of talking to industry and utility providers for phase three of creating detailed construction and design drawings. With a business plan in place, SCTAC will continue engaging industries and public and private partners to potentially generate more stakeholders.

SCTAC hopes for testing by 2012, depending on research components. 