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South Carolina



AVIATION



News Letter

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BREAKFAST CLUB NEWS

Excellent weather and good advertising brought a group of approximately 150 "corn fed" South Carolinians to the Breakfast Club in South Carolina's Port City on February 14th. We were honored and pleased to have Mr. Tom S. Summers, the man who originated the B. C. some fifteen years ago, with us in Charleston.

Colonel Pate reiterated the fact that the Civil Air Patrol is working out plans whereby the CAP radio network may be utilized for filing and closing flight plans. A plan for conducting a short class at future B. C. meetings on the use of radio equipment and weather information was discussed. It was decided that the first class will be held at the next meeting in FLORENCE on FEBRUARY 28, at which time we will definitely determine the interest.

We also learned that the North Carolina Club plans to sponsor a trip to Key West on the weekend of April 24, 1954, and we have been extended a most cordial invitation to participate. The date is tentative and we will publish definite plans for this trip as they crystallize.

All in all, it was an excellent meeting with a fine attendance. Let's do as well for FLORENCE on the 28th. In addition to the usual conversation, extra entertainment has been secured in that the HARMONY BOYS, who appear at TV stations in Columbia, will present a program at this meeting.

AERIAL APPLICATORS ASSOCIATION HOLDS ANNUAL MEETING

The Aerial Applicators Association held its annual meeting at Clemson College on Monday, February 8, 1954, in conjunction with the Third Annual Pesticide School conducted by Clemson College. Billy Lynam, Sumter Airways, Sumter, was elected the head of this group, with Carl Shipman, Shipman Flying Service, Laurens, as Chairman of the Board of Control. Approximately sixteen Aerial Applicators attended this meeting with the main theme being: "To do everything within their power to make their services more valuable within this state." To belong to this organization, a member must attend this Pesticide School at Clemson, or some similar school, once each year. Members of this organization display on their aircraft a large decal signifying that they have met the qualifications of this organization.

AIRCRAFT REGISTRATION

This Commission, during the past two weeks, has checked aircraft based at a majority of the airports in the state. We were pleased to find a majority of the planes registered, many registered but without decals displayed, and only a few on which it was necessary to place red tags. Registrations on those which have been tagged are slowly coming in and we sincerely appreciate the effort. Your cooperation in registering your plane is again solicited; however, those aircraft not registered in ten (10) days after this date will be subject to the penalties as prescribed by law.

ATTENTION, OPERATORS, EXECUTIVE AND COMMERCIAL PILOTS !!!

Did you know that ground taxis up to 10 passenger capacity are exempt from the 15 percent transportation tax? Did you know that ground taxi services are an exact counterpart of air taxi services, with both generally representing comparatively short haul transportation? Did you know that ground taxis are direct competitors of air taxis and yet go entirely free from paying the 15 percent tax?

Ground taxis are an accepted means of travel where air taxi service is just beginning to be accepted, therefore with the air taxi not being established on as sound economic basis as yet, they are being penalized by the imposition of the 15 percent transportation tax. Why should not the present law exempting motor vehicles seating under 10 passengers apply equally well to include aircraft seating under 10 persons?

There is an action underway for removal of the 15 percent tax on air taxi and charter services. Have you done anything about it? To date little has been received from the aviation industry to remove this tax. If you want it removed something must be done NOW.

NATA has suggested that 1000 letters be sent to Representative Daniel A. Reed, Chairman, House Ways and Means Committee, Old House Office Building, Washington, D. C. Since South Carolina does not have a representative on this committee, send your letters direct to Mr. Reed and a copy to your congressman.

Remember this is your pocketbook we are talking about and the only way you are going to get any relief is to let your voice be heard. If 35 states will put in 30 letters each, that will be an indication of how air taxi and charter operators feel. NATA doubts that this 15 percent tax was originally intended to be applicable to aircraft, but through rulings of the Treasury Department it has been applied. It would seem that this request to compete with ground taxis on the same equitable basis and under the same tax conditions is only fair. Again we reiterate, send your letters to Representative Reed.

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NEW AGRICULTURAL PLANE

Early in January, Jack and Dick Yentzer of Sheridan, Wyoming revealed a new agriculture plane called the "Stagger-Wing Cub"; a modified version of a regular Piper Cub. Lower wing panels have been added; an engine developing 200 H.P., and many other modifications which its builders hope will make it one of the safest and economical aircraft in the agricultural field.

The aircraft will operate at speeds from 40 to 100 miles per hour with a payload of 1,800 pounds, and possesses very good maneuvering characteristics which are essential for spraying and dusting aircraft. Tandem landing gear is provided for operations on rough terrain. Preliminary flight tests have been completed on this revolutionary aircraft. Complete information on the aircraft may be obtained by contacting General Airplane Service, Sheridan, Wyoming.

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SOUTH CAROLINA AERONAUTICS COMMISSION

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