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SOUTH CAROLINA



AVIATION



NEWS LETTER

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STATE DOCUMENTS
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AIR MARKING PROGRAM FOR 1949 COMPLETED.

The Air Marking crew of the South Carolina Aeronautics Commission completed their work for 1949 when they finished their 118th air marker October 31st. These air markers, all of which have been painted on the most prominent roof-tops available in S. C. towns and cities, indicate the name of the locality, magnetic north, and where applicable, an airport symbol showing the direction and distance to the nearest airport.

Air Marking was first begun in South Carolina during 1938 under a WPA project which was sponsored by the Aeronautics Commission. Since that time, the program has been carried forward as a normal function of the Commission's Air Safety Program as a vital aid in aerial navigation. During the war years all air markers located within 150 miles of the east coast were "blacked out" for reasons at the request of the U. S. Government.

On flight checking existing air markers as of June 30, 1949, it was revealed that only 31 of the previously installed air markers were in a satisfactory condition. This check also disclosed that 42 of the existing markers were in need of re-painting and that the remainder of the approximately 240 sites which had been air marked during the past years had been obliterated through roof repairs, reroofing, faded by weather, and in several instances destroyed by fire.

Total cost for the 1949 program was \$3,575.65, an average of \$30.30 per sign, including preliminary site inspection and selection and contacting the building owners for the necessary permission for the use of their buildings as air marker sites. Also included in the cost figures are labor, travel, materials, and mileage in the Commission owned truck.

Due to the coming of winter with its accompanying inclement weather, the painting of air markers has been suspended until approximately March 15, 1950. At this time the painting of the highway markers of the air will be resumed and it is the hope of the Commission that South Carolina will be the best air marked State in the Country. If your community does not have an air marker and a desirable location is available do not hesitate to contact the South Carolina Aeronautics Commission and proper attention will be given thereto.

RENAMING OF THE FEDERAL PRIVATE PILOT CERTIFICATE.

It has been felt for some time that the application of the term "Private" as a means of designation for the present Federal non-commercial civil pilot is non-descriptive, misleading, and tends to create in the minds of the interested public many questions as to the privileges and restrictions of such Private Pilot Certificates.

Therefore, the National Association of State Aviation Officials at their annual convention in New Orleans adopted the following resolution on November 2, 1949:

RESOLVED, That the Civil Aeronautics Board should revise its regulations so that the present Private Pilot Certificate would be designated as a Pilot Certificate, and that all present privileges and restrictions applying to the holder of such rating shall continue to apply.

Dabney R. Yarbrough, Jr., Supervisor of Planning for the Aeronautics Commission, was present at the annual convention and reported that the above resolution received unanimous approval by the representatives from the various State Aeronautical Agencies attending.

COMMERCIAL COURSE:

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FIELD MARKINGS.

One of the most frequent complaints of pilots, both transient and local, is the difficulty of finding the small sod field airports after they are in the general area. Most sod fields blend all too well with the surrounding country-side. It is certainly to the interest of the operators, as well as to the pilots, to clearly mark their fields. This marking can be accomplished with very little expense.

So....All operators on sod fields, how's about.....

1. Checkerboarding the hangar on building roof top,
2. Installing some type of landing strip markers,
3. Placing a wind sock in a position which will not blend in with the hangar roof or other nearby background.

OBEY THE RULES!!!!STAY CONTACT!!!!

When flying under visual rules, stay contact.

Many times when a pilot finds vertical visibility good, and forward visibility reduced to a minimum, he attempts to climb on top of the haze while traveling on an airway, without a flight plan. This practice, without knowledge of what other traffic might be along the airway, is extremely hazardous and many close shaves have been encountered in passing scheduled airliners enroute.

Another hazardous practice is the climbing through a solid overcast or broken cloud condition to get "on top" and avoid the discomfiture of flying contact at the lower levels. These practices are extremely hazardous and endanger other lives, as well as your own.

Again we say ---- when flying under visual flight rules, STAY CONTACT!!!!

COLD WEATHER HINTS.

With cold weather in mind, the Aeronautics Commission offers the following hints to all pilots. Although the following "DO'S" and "DON'TS" are not intended to cover completely all the hazards that might be encountered the next few months, we thought this a proper time to emphasize a few of the more obvious. Do apply full carburetor heat whenever there is evidence of ice, a rough engine or loss of manifold pressure is a good indication. DON'T use partial heat..always use full heat unless your engine is equipped with a reliable carburetor temperature guage. DO drain fuel strainers often...warm days and cold nights cause extensive condensation in the fuel tanks. DON'T take off with frost, snow or ice on the wings, regardless of how little. DO inspect cabin heater for exhaust leaks, carbon monoxide gives no warning.

SOUTH CAROLINA AERONAUTICS COMMISSION

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COLUMBIA, SOUTH CAROLINA