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SOUTH CAROLINA

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# AVIATION

## NEWS LETTER



- PUBLISHED BI-MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION -

February 1, 1950

### FLORIDA-SOUTH CAROLINA JOINT BREAKFAST MEET

A special Bulletin went to all operators in the State last week calling attention to the preliminary plans for the joint meeting of the South Carolina Aviation Breakfast Club and sportsman pilots from Florida to be held in Jacksonville, Fla. on Sunday, February 26. Wally Schanz, director of the Florida State Aeronautics Department, Otto Jordan, Wally's assistant and Ken Brugh, Hawthorne's manager at Craig Field have come up with accommodations at a beach hotel for \$1.50 to \$2.00 per each. Meals at the Lobster House for six-bits. Free transportation from Craig Field to the Beach as guests of Hawthorne. A boat ride (about a 10 mile trip) is also planned together with everything else that will make the trip enjoyable. Most South Carolinians are going down sometime Saturday to insure their being there come Sunday morning. We are helping Dr. Price handle reservations etc. and would appreciate your advising us what kind of accommodations you want. Please let us know whether you are going Saturday or Sunday, how many meals you plan to take in Florida and whether you are planning to spend the night at the beach with the rest of the gang.

### S. C. AVIATION TRADES GROUP HOLDS MEETING

Members of the South Carolina Aviation Trades Association held their mid-winter meeting on January 27th, at the Jefferson Hotel in Columbia, in joint session with Clemson College Extension Service officials and representatives of the Edisto, Pee Dee and Charleston experiment stations.

A discussion of the proper methods of spraying insecticides and defoliation with aircraft and other operative procedure between SCATA and members of Clemson plant entomologist consumed the morning session.

Plans were also made for exchanging information on procedure and for self-regulation of crop dusting activities.

During the afternoon session, E. H. Lynam, Jr., Sumter, Association president called attention to status of the Taft-Teague bill which is due for further congressional action and called for consolidated effort by SCATA to press for the bill's passage. Dexter Martin, director of the S. C. Aeronautics Commission, called the group's attention to a proposed revision of the CAR that would require changes in the provisions for certificating mechanics. The proposal, as he interpreted it, would not be practical for the type of operations in South Carolina. Beverly Howard, discussed the proposal briefly and urged the operators to obtain a copy from CAA and to voice their objections as every operator in the state would be adversely affected if the proposals became law.

Among those participating in the crop dusting problems were:

Dr. W. C. Nettles of Clemson, J. M. Lewis of Florence, extension service tobacco specialist; Roy J. Ferree of Clemson, Dr. M. D. Farrar, Clemson College plant entomologist; J. M. Eleazer, Clemson College extension information specialist; G. M. Armstrong of Clemson college, M. R. Powers and W. B. Rogers of the Edisto experimental station at Blackville; William Epps of the Clemson truck station at Charleston, and Bruce Cloaninger of Clemson college.

### C.A.A. ACTIVITY REPORT

"Bob" Johnson, CAA's aircraft maintenance inspector, calls attention to the fact that he is ready to mail out form AC-11-30, Activity Report, for 1949. This report applies to ground instructors, parachute technicians, aircraft and or engine mechanics and limited mechanics. "Bob" reports that some of those affected did not make a report for 1948 and in such cases he is willing to help get their records straightened out and up for consideration. For full, complete and detailed information write to: "Bob" Johnson, Aircraft Maintenance Inspector, Civil Aeronautics Administration, Box 1085, Columbia, S. C.

## G. I. FLIGHT TRAINING

After hitting a low water mark for participation by G.I.'s in the flight training program during the summer of 1949, the barometer has started upward again. 205 applications were received since August---resulting in 113 approvals. About 45 are still pending.

## SOUP'S ON

The Breakfast Club meeting at Ridgeland on the 22nd of January was another huge success. A large crowd turned out and Gene Manning, Ridgeland's operator, and his wife took care of everything in true Breakfast Club style. Transportation to and from town was furnished via the school bus with his honor, Mayor McCormack, acting as chauffeur. Tiny Rivers, member of the Jasper County delegation, spoke briefly on the advantages of operating public airports under the state airport system.

On February 5th, the Breakfast Club journeys to Allendale for its regular meeting and on the 19th of February a joint meeting is scheduled at Dillon with the Carolina Aero Club. Activities of the Carolina Aero Club are centered around North Carolina airports and the South Carolina group welcomes the opportunity to meet with them. The Breakfast Club is providing a lot of fun and if you haven't been attending lately....get back into the habit. Be with us at Allendale on the 5th.

## AIRCRAFT REGISTRATION

The response to our questionnaire regarding aircraft registration has been most gratifying. Claude Rinehardt located 577 aircraft which were based on public and privately owned commercial airports. The questionnaires went to the 170 aircraft owners who base on private use fields. 117 answered promptly and the remaining 53 are unheard from. If you are one of these fifty-three, how about getting on the ball and supplying the necessary data. Thanks.

## EXCHANGE

We acknowledge receipt of the Oregon Air News, Florida Aviation Bulletin, Badger Air News (Wisconsin), Washington State Aeronautics Commission News Letter, Maryland Monthly Aero News, The Kentucky Flight Plan, and the Connecticut Aviation Newsletter. The Mississippi Aeronautics Commission announces its new location as room 1100, Woolfolk State Office Building, P. O. Box 5, Jackson, Miss.

## WE SECOND THIS MOTION

(from the January 1950, Oregon Air News) Flying cross-country? Have you set yourself minimums of ceiling and visibility beyond which you will absolutely not go? Is your own personal ceiling and visibility minimum 1,000 feet and three miles? Do you absolutely resolve that you will turn back I M M E D I A T E L Y, that you will not argue with yourself but then and there promptly turn back? You cannot beat lowering weather minimums, but they can beat you until you're down. The time of year is with us when we can expect lowering weather conditions - so set your weather margins on the plus side. Fly by them - live by them.

**SOUTH CAROLINA AERONAUTICS COMMISSION**

P. O. BOX 1176

COLUMBIA, SOUTH CAROLINA