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AVIATION NEWS LETTER



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VOL. III

December 1, 1952

NO. 4

MYRTLE BEACH AIRPORT STATUS CLARIFIED

In the last issue of the News Letter we reported that the Army Air Forces were taking over custody of the Myrtle Beach Airport. We have since received official clarification of the status of the Airport from the Ninth Air Force. The Air Force does presently have a group of men there but for one purpose only, that is, coordination and supervision of rehabilitation necessary to military operation of the air field. Ninth Air Force will not assume operational control of the Airport until an Air Force unit is in place at that station, and this will be sometime during fiscal year 1954. After that time the only non-military traffic permitted will be commercial air carrier flights.

BREAKFAST CLUB ACTIVITIES

The last meeting of the Breakfast Club was held in Charleston with breakfast being served at the terminal building. Approximately 100 persons attended. The next scheduled meeting will be at Barnwell, Sunday, December 7. We have been informed that this will be an outstanding event. Everyone is urged to attend this meeting, particularly as this is the first time the Breakfast Club has met in this town. The boys operating the Barnwell Flying Service are doing an outstanding job, so let's all go down and show them how active the Breakfast Club is. Everyone is asked to use extreme caution in approaching the airport as it is located on the very edge of the restricted area of the Savannah River Project.

In addition to the regular activities that take place at these meetings, Forrest Longeway, CAA Inspector, has agreed to accommodate those persons needing student permits, ID cards, etc. If you need any type license, be sure to bring all papers necessary to comply with CAA requirements.

THIS AND THAT

Luther Johnson, Johnson Flying Service, Greenville, has been appointed as a dealer for Beechcraft. Luther tells us that he will have parts for all model Beechs including Twin-Beechs. Also he plans to keep on hand one Bonanza engine overhauled at all times. So if you need a quick engine change in a Bonanza, Luther says he will be glad to accommodate you. . . . Capt. Russel Dobins, CAP Liaison Officer, made a mercy flight a couple of weeks ago taking off from Roddy Field, Rock Hill, at night without runway lights. In addition to having a lack of light facilities, the weather was very bad, being a very dark and rainy night. This flight saved the patient's life, as she had to be flown to Washington, D. C., for immediate medical attention. . . . The Columbia Aero Club held an unusual outing this past Sunday. The group flew down to the Isle of Palms Strip and held an oyster roast on the airport. Approximately 30 persons took part in the festivities. "Spec" Richardson secured the oysters and built the racks for the roast and Raymond Doughty ably assisted him in putting the "show" on.

WINTER WEATHER CAUTIONS

We would like to take this opportunity to remind all the readers of the bad weather season approaching. For the past few months we have had ideal flying weather with the exception of the few days of smoky conditions. Remember that CAA has set the minimums in which it is safe to fly. Do not set your minimums below these. It is very easy to become lost and confused flying during low ceilings and poor visibility. Before take-off, be sure that the engine is properly run-up and oil temperature is checked. Check the carburetor heat, and last, but not least, be sure that there is no ice, snow or frost on the wings and control surfaces. Remember when humidity and stupidity are too closely associated, the results can be fatal.

PLAN APPROVED FOR CIVIL FLYING IN EVENT OF NATIONAL EMERGENCY

A plan permitting the maximum of civilian and military flying consistent with national defense requirements during a military emergency has been accepted by the joint chiefs of staff in collaboration with representatives of civil aviation groups.

Three warning conditions are established:

Warning White: (in effect from declaration of military emergency) The CAA Regional Administrator, basing his actions upon requirements prescribed by the Air Division Commander, may impose any or all of the following restrictions during the emergency: All point to point flights entering, departing or within an ADIZ, regardless of altitude, shall conduct either instrument flight rule or defense flight rule operation, have two-way radio and maintain constant watch on appropriate frequency. Traffic may be limited to CAA to capacity or defense system to identify all air traffic. Traffic entering or departing ADIZ's may be confined to certain corridors and position reports required. Local traffic may be restricted to designated local flying areas and to altitudes below 2000 feet above terrain. No two-way radio required in this case but means of visual recall to field may be required. Air traffic outside ADIZ must have radio receiver for maintenance of constant watch, flight confined to certain altitudes and time limits and conducted in such a manner it can be recalled to an airport by visual means.

Warning Red: ("Air attack imminent") All traffic grounded by CAA Regional Administrator except flights coordinated with appropriate military commanders. All air traffic in or approaching affected areas of air defense sectors will land at nearest airport or be diverted. Navigation radio aids shut down with certain key aids helping friendly aircraft make safe landings.

Warning Yellow: Any or all restrictions may be imposed depending on local conditions and degree of security control considered necessary. Restrictions will be of as short duration as possible and lifted as soon as safety permits.

CAA ITINERARY FOR DECEMBER

Below is the schedule for CAA Safety Agent for the month of December. In the event that services are needed in places not listed, it is suggested that you contact CAA Safety Office, Municipal Airport, West Columbia, and an additional date may be arranged for your convenience.

- Charleston - - - - 3
- Columbia - - - - 1, 8, 15, 22, 29
- Florence - - - - 23
- Greenville - - - - 10
- Sumter - - - - 17

HUMOR

Sittin' and wishin'
Won't improve our fate;
The Lord provides the fishes
But we gotta dig the bait.

LET'S KEEP 'EM FLYING - SAFELY

SOUTH CAROLINA AERONAUTICS COMMISSION

P. O. BOX 1176

COLUMBIA, SOUTH CAROLINA

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