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AVIATION NEWS LETTER

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AIR FORCE WILL BEGIN EXPERIMENTS WITH COMMERCIAL PLANES DURING MAY

An Air Force experiment will begin in May to test the extent that light commercial type planes can be used in qualifying its pilot selectees for primary training, the Air Force said today.

Light plane flying in the pre-flight training phase would supplement present pilot selection tests and uncover disqualifying defects, such as, fear of flying and air sickness, Air Force officers believe. Such screening would eliminate many potential failures before they enter the more expensive primary training phase in heavier trainers, such as the T-6.

To make an accurate comparison between the experimental and the present method, 12 student pilots will be given flight instruction in light planes prior to their entry into primary training where the T-6 is used. A control group of 120 students taking the present training, beginning with the T-6, will enable the researchers to appraise the performance and success of the two groups.

Under the plan, four classes of 60 pilot trainees, chosen for similarities in background, will report for training at five week intervals. Thirty students from each class will receive the light plane screening before flying the T-6 and the other thirty will take the present course. All men in each class will complete pre-flight and primary pilot training at the same time and at the same base.

The report on the tests will include a comparison of student ability at specified stages during the light plane flying program. Also compared will be the flying proficiency of those in the light plane group and in the control group.

THIS AND THAT

The Columbia Aero Club, sponsor of the Caribbean Air Cruise, departs for Key West, Saturday, May 3. Approximately twenty (20) airplanes will be in the flight representing several states. The Texas Pilots' Association is sending a representative to cover this trip so that plans can be made for their Association to participate in a similar cruise sometime during the early fall. . . . The Columbia Optimist Club, in conjunction with the Columbia Airport Commission, sponsored Haskell Deaton's Air Show at the Columbia Airport on Sunday, April 27. Outstanding exhibitionists such as Woody Edmundson of Lynchburg, Virginia, Ben Huntley of Charlotte, and Manville "Buddy" Rogers of Florence were on hand. Don Edwards, of Charlotte, did two parachute jumps. These able pilots provided a very entertaining afternoon of skillful and precision aerobatic flying. . . . It is very good to see that our friend Marion "Lover Boy" Reid, Airport Manager at Charleston, has purchased an Ercoupe and is doing quite a bit of flying around the State. . . . The Commission is working out arrangements for the aviation fishermen to use the strips around the Santee-Cooper. Additional information will be released as soon as final plans are completed. . . . The next meeting of the BREAKFAST CLUB is scheduled for Sunday, May 4 at Rock Hill. As you know, this Sunday starts the Centennial founding of the City of Rock Hill. It is expected that this will be one of the most enjoyable Breakfast Club meetings of the year. . . . We have been advised that the strip at Joanna, S. C. is still closed, so do not use.

REMINDER

Spring has sprung,
The grass has riz,
Where last year's
Careless Pilot is.

The trouble with the modern airplane is that the manufacturer builds them unequipped with intelligence. You have to furnish that yourself.

DON'T USE AUTO GAS

Several definite and serious safety hazards may be encountered when automotive gasoline is used in aviation engines; namely, Vapor Lock, Lead and Gum Formation, Detonation, and Pre-ignition. Any one of these hazards can result in loss of power. "Pre-ignition" may seriously damage the engine in a very short time.

No. 1. High vapor pressure and highly volatile automotive gasoline may form a vapor lock in the fuel handling system that will stop liquid fuel flow and "starve" the engine with serious loss of power. The tendency toward vapor lock increases both with altitude and temperature.

No. 2. If stored for long periods of time before use, automotive gasoline may form gummy materials that can easily clog jets, screens, and manifolds. Also, auto gas will cause excessive lead deposits on spark plugs, in combustion chambers, and causes sticking valves. Auto gas has over 3 times as much lead as aviation gasoline.

No. 3. The anti-knock quality (octane number) of automotive gasoline varies with each refiner and tends to be lower during times of shortages of materials. Therefore, automotive gasoline may cause the engine to detonate, causing overheating and possibly breakage of spark plugs. In severe cases, pre-ignition may develop from detonation and burn or melt the piston heads to ruin the engine. Any small difference in price that may be saved by using automotive fuel may be costly in life and equipment in case of accident.

MILLIONS IN THE AIR

Out of Washington, D. C., comes a story that an estimated 39 million people traveled on the world's scheduled airlines during 1951, which was a 30% increase over 1950. This amazing fact was presented by the Director of the International Air Transport Association, which represents 62 airlines which provide 85% of the world's scheduled air service.

In his statement, the Director predicts that the coming year will witness two history-making innovations in air travel: (1) Employment of the first turbine-powered airplanes, with top speeds of 500 miles an hour; (2) The rapid introduction of tourist services at reduced costs.

Figures are not available on the number of United States people included in the 39 million, but a good estimate would probably be that already more than 20% of American travelers use the airplane as a means of transportation to good advantage.

"MISSING" GAS GAUGES COST PIPER AIRCRAFT \$4,000 EACH IN 1951

It cost a little over \$120,000 to install electric gas gauges in the 1951 Piper Pacer and Tri-Pacer airplanes!

This startling fact emerged in the aftermath of last fall's flood at Lock Haven, Pennsylvania, the home of Piper Aircraft.

At the time flood waters engulfed the Piper plant, thirty Pacers, all completed, were awaiting the installation of gas gauges. The gauges had been ordered, but the flood waters arrived first.

Loss to Piper, because the planes had to be scrapped, amounted to \$120,000; or \$4,000 per missing gauge.

TRUE: A GOOD SCARE IS WORTH MORE TO A MAN THAN GOOD ADVICE.

SOUTH CAROLINA AERONAUTICS COMMISSION

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