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SOUTH CAROLINA AVIATION NEWS LETTER

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WARNING

Do you make a visual pre-flight inspection each time before you fly your airplane?

A pre-flight inspection should always be made, and more especially if your aircraft has been stored or tied down outside. The records of the CAA Office of Aviation Safety contain reports of a number of aircraft accidents wherein the engine failed during the first flight after a long period of storage. If proper procedures had been used before flight, these accidents most likely could have been avoided.

In order to minimize the possibility of trouble after long periods of storage, it is recommended that you:

1. Clean and thoroughly check your fuel system.
2. Have an inspection made of the ignition system, with particular emphasis on spark plugs, magneto points, and distributor.
3. Drain the oil, replace with clean, proper grade, and check the oil pump.

In addition to the above recommended procedures, we strongly urge that you check all control fittings, cables, and the surfaces themselves for condition. Many fatigue cracks have been discovered by a simple visual inspection, which takes no more than five minutes at the most.

During long periods of idleness there have been many nest built under the cowling of aircraft engines by birds, and it is not uncommon for bees, hornets, wasps, or other insects to build nests within the engine cowl or in the pitot tube.

We plead with you to pre-flight check your engine and plane carefully, which will aid you to "Fly Safely."

THIS AND THAT

Did you know that one of the leading textile manufacturer's in South Carolina has an Aviation Department? J. P. Stevens Company operates several mills throughout the Piedmont area and other southern states. They operate three twin beeches employing nine pilots, operating out of Greenville Airport with Ralph Cuthberson as chief pilot. Ralph, a native of Columbia, was executive pilot for Pan-American Airways prior to starting the Aviation department for J. P. Stevens.....We regret that Robert E. Arnold, who had opened a shop at Dixie Aviation, was recalled by Bell Aircraft to work with guided missles. We certainly hope that he will be able to return to this area to work when he completes his job there as he was an outstanding mechanic.....Incidentally, Berley Kittrell has just graduated Delores Arnold and Bob Nance from the instrument school, (licenses given by Forrest Longeway, CAA).....Johnny Hawkins, Hawthorne Flying Service, Charleston, informs us that he has a full time radio maintenance mechanic also they are equipped to install L-2 auto-pilots. If anyone needs radio maintenance just drop down and see Johnny but if you want your Omni checked you had better wait awhile since the Charleston Omni is closed down for 30 days for repairs. We also hear that Hawthorn Flying Service, Charleston, has pretty fast line service in that a C-46 (Penisula Airlines) came in for service and the ground crew pumped 450 gallons of gas in six minutes, that is, six minutes from the time the props stopped turning the ship was gassed and the engines started again. That's good service..... The Breakfast Club is scheduled for Isle of Palms Sunday, June 1st. Let's have a good attendence Come prepared to spend the day. Gus Raney will have his "YACHT" next to the strip and anybody desiring to ride is welcomed..... We mentioned in the newsletter that CRESCENT BEACH would be opened May 15th. Plans were to open that date but postponed until June 1st. P. R. Witcher, operator at Georgetown, will maintain services for the summer activities. We also call to your attention that low flying over the beaches is strictly prohibited, so use caution in this area.

BETTER AND BETTER

A leading life insurance company has put out some interesting statistics which indicate that there are many professions or jobs which are considered more hazardous than flying, which is a fact well known to all of us in the aviation industry.

It is reported that bridge painters and railroad detectives and watchmen must pay an extra premium of $5.00 per thousand dollars insurance; whereas airline piloting is placed in the same category as a house painter, with only $2.50 extra premium.

DID YOU KNOW ? ?

Spraying poison bran on 2,700,000 acres of western range lands, airplanes killed enough grasshoppers in two weeks to weigh 175 thousand tons. Piled up, they would fill an average city block to a height of 400 feet.

DELTA AIR LINES AND CHICAGO SOUTHERN AIR LINES recently announced an agreement of consolidation. The name of the continuing company will be Delta-C & S Air Lines according to a joint statement of C. E. Woolman, President of Delta, and Sidney A. Stewart, President of C & S. Officials of both companies estimated that the consolidation would result in at least a substantial increase of business above the total presently carried by the two companies individually.

In the engine overhaul shop at Southwest Airmotive Corporation at Leve Field, Dallas, Texas, where they probably overhaul more P & W R-980 engines than at any other spot in the country, hangs the following sign: "If you are a mechanic, show it in your work."

FATIGUE IN AGRICULTURAL FLYING

Agricultural pilots are sometimes called upon to work long hours in order to apply insecticides and other chemicals at the proper time. Also, pilots may have jobs in addition to piloting aircraft and may carry on both jobs during the dusting and spraying season. Whatever the reason for the excessive work, fatigue occurs with the inevitable greater susceptibility to accidents. The maximum hours of flying for agricultural pilots are not regulated as they are, for example, for pilots in most air carrier operations, nor are other factors which may contribute to fatigue generally controlled except on an individual basis. Because agricultural flying requires great skill and concentration, it is especially important that pilots avoid overwork and fatigue while doing this type of flying. Accordingly, the following hygenic practices are recommended:

(a) Do not work more than an 8-hour day (total flying or flying plus other work).
(b) Get an adequate amount of sleep the night before flying is done.
(c) Do not indulge in alcoholic beverages during the 24-hour period before flying.
(d) Do not fly if you are under emotional stress.
(e) Do not fly if you are ill.

HUMOR

"Dad", asked the small boy, "why is it against the law for a man to have more than one wife?"
"Son", said the father, "when you are older you will realize that the law protects those incapable of protecting themselves."

"LET'S KEEP 'EM IN THE AIR - - - - - FLY SAFELY"

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