

A-825
3.A84
V4/2

South Carolina



AVIATION

News Letter

PUBLISHED BI-MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

Vol. IV

Nov. 15, 1953

No. 32

BREAKFAST CLUB NEWS

The Breakfast Club meets Sunday, November 22, at North. This is the first time in the history of the B. C. that we have had the opportunity to visit this community and we urge everyone to be present at the meeting. We believe the airport sufficient to take care of any type aircraft inasmuch as the runways are 10,000 feet in length. May we caution you not to use the extreme side of the runway as there are some breaks in the concrete.

The last meeting of the B. C. was held in Lake City on Sunday 8th. This meeting was unusual in that the guest were served fried chicken in place of the customary ham and eggs. Due to the death of the only cafe operator, the citizens of Lake City were confronted with the problem of feeding the guests but the obstacle was easily overcome when the police and fire department got together and prepared this delicious breakfast upstairs over the fire department. Those that missed this meeting certainly missed some fine hospitality and very good southern fried chicken.

STATE AIRCRAFT REGISTRATION FOR 1954

This Commission is now beginning the task of registering aircraft based in South Carolina for the year 1954. New decals will be available in the very near future. Registration blanks will be mailed to aircraft owners whose addresses are known. The same will also be available at the office of this Commission. It is the responsibility of the owner to see that his plane is registered with the South Carolina Aeronautics Commission. All aircraft based in South Carolina must be registered and have a 1954 decal in the plane not later than January 30, 1954.

AIRWAY USER CHARGES

CAA has recommended that user charges for domestic airways be established by July 1, 1954. There follows a brief summary of CAA's recommendation:

The recommendation is interpreted to call for a 2 1/2¢ gas tax on top of the present 2¢ tax on such fuel. It states that under traditional federal fiscal policies the present...tax...cannot properly be considered as a user charge, inasmuch as this tax was levied as a general revenue measure and without any consideration of its relation to the level of airway expenditures.

If a gallonage tax is not found acceptable because of overall fiscal policy considerations, the report recommends that charges be collected through a combination gross ton-mile charge/graduated aircraft registration fee.

Under this latter system, aircraft with maximum gross take-off weights of over 4500 pounds would pay one mill per gross ton-mile flown. Under 4500 pounds, this charge would not apply, but the following annual license fees would be levied: 0-1500 lbs. \$10 per plane; 1501-2500 lbs. \$25; 2501-4500 lbs. \$50.

It is known that the Treasury Department is definitely opposed to considering a gas tax as a user charge. Unless it changes its position, the ton-mile charge and license fee system may be recommended.

It is very essential that everyone interested in aviation keep current with this situation and work together to prevent such taxation.

