

Ac 825
3. A84
V4/24

South Carolina



AVIATION



News Letter

PUBLISHED BI-MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

VOL. IV

November 15, 1954

No. 26

BREAKFAST CLUB

Taxing on streets amid town! That's what we did at the last meeting at Lamar on November 7th. Landed on the runway, which is an extension of one of the streets leading into the main business area, taxied across Main Street, and parked by the sidewalk -- just like an earth-bound vehicle. Some sixty airplanes and 170 people, at the last count, attended this meeting; a big success any way you look at it. Had breakfast at the new high school building, and so many attended we had to eat in relays. Beautiful weather, beautiful airplanes, beautiful crowd, especially the ladies - what more could you ask? Lamar and its nice citizens - we thank you most sincerely for your gracious hospitality and spirit!

The next meeting? Timmonsville, of course, on November 21st. The northwest-southeast runway of 1800 feet length is open, and runs 90 degrees to the highway. No obstructions on the approaches. Do not land on the NE-SW runway as it is closed and properly marked accordingly as to be readily visible from the air. This closed runway parallels the highway. Come all and let's duplicate the Lamar turnout.

KOREAN G. I. FLIGHT TRAINING EXTENDED

Veterans wishing to initiate a program of aviation training under the provisions of Public Law 550, the Korean G. I. Bill, have received a dividend from the 83rd Congress in the form of a year's extension of training entry time. A veteran will have until August 20, 1955 to enter flight training. Those interested should contact their local operator as soon as possible.

HEADINGS AND BEARINGS

Do you know how to describe your headings and bearings? As simply as we've seen it described is as follows:

- HEADINGS:**
- Compass - the angle between north as indicated on the airplane compass and the direction in which the airplane is headed.
 - Magnetic - the angle between magnetic north and the direction in which the ship is pointed.
 - True - the angle between true north and the direction in which the ship is pointed.

- BEARINGS:**
- Magnetic - the angle to an object, measured clockwise through 360 degrees from the magnetic meridian (i.e., magnetic north equals true bearing plus or minus magnetic variation).
 - Relative - the angle to an object from the nose of the airplane (longitudinal axis), measured clockwise.
 - True - the angle to an object, measured clockwise through 360 degrees from the true geographic meridian, (i.e., true north, 0 degrees).

A & E

Mr. A. M. Weir, Director of Research, Parks College of Aeronautical Technology, Saint Louis University, East Saint Louis, Illinois, informs us that his institution is graduating A & E mechanics. The majority of these graduates desire work with fixed-base operators. If interested, please contact Mr. Weir for more information.

ICING

With the advent of fall and winter, careful consideration should be given the prevalence of icing conditions that effect aircraft in the air and on the ground. Before takeoffs, beware of frost or ice accumulation on exposed surfaces. Ice on these exposed surfaces cause (a) loss of life and efficiency (b) added drag (c) added weight. Propeller icing is hazardous due to (a) loss of propeller efficiency (b) vibration. Icing also creates freezing of controls and stoppage of pitot tube function. Do not taxi fast through water in freezing or near freezing temperature. Splash can cause accumulation of ice on surfaces or freezing of brakes. Don't warm up engine in fog when it is near freezing; propeller can ice up, so can wing and stabilizer in back of propeller blast. Test all controls before take-off - they may be iced up.

* * * * *

AVIATION WEATHER INFORMATION SERIES

This month the Weather Bureau will inaugurate the publication of a series of illustrated aviation weather information articles on the backs of daily weather maps. This series will include such subjects as "Turbulence and Thunderstorms" - "Interpreting Weather" - "Flying Weather Forecasts", etc. We can think of no better way for the average pilot to become acquainted with weather than by receiving and giving study to this series. Why don't you try it and let the Weather Bureau hear your reaction after you've tried it? Subscriptions should be sent to the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. Price is 60¢ per month, or \$7.20 per year.

* * * * *

AIRCRAFT COLOR AND VISIBILITY

If you are thinking of repainting your airplane or buying a new one, you should consider the effect of color upon visibility. The more visible your airplane, the less will be the chance of a mid-air collision. In an article written by Jeane Ferguson, the National Flying Farmer Queen, the following information on color visibility was given. Aircraft colors in order of visibility are light red, bright yellow, bright orange, cream, dark red, dark orange, light blue, ivory, white, light green and gray. Colors of poorest visibility are dark or metallic gray, dark green, medium to very dark blue, black and unpainted aluminum. - From Missouri Aviation Newsletter.

* * * * *

CIVIL AIR REGULATIONS - VFR

All of us are supposed to know the VFR minima, but wonder how many of us could really hit the nail on the head without hesitation if suddenly asked? For refreshing our memories - outside of airport control zones, but within a Civil Airway, is it necessary to remain at least 500' vertically and 2000' horizontally away from all clouds. Within civil airways, visibility must be at least three miles. Outside of Airport Control Zones and control areas or Civil Airways only one mile visibility is required, but there are two sets of cloud rules here: (a) If flying more than 700' above ground, it is necessary to remain at least 500' vertically and 2000' horizontally away from all clouds; (b) If 700' or lower keep clear of clouds and have at least one mile of visibility. Civil Airways extend downward to within 700' of the ground outside of airport control zones.

* * * * *

SOUTH CAROLINA AERONAUTICS COMMISSION
P. O. BOX 1176
COLUMBIA, SOUTH CAROLINA

SEC 34.66 P. L. & R.
U. S. POSTAGE
PAID
Columbia, S. C.
PERMIT NO. 61