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South Carolina AVIATION News Letter

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STATE DOCUMENTS

NEW LANDING DEVICE

The All-American Engineering Company of Wilmington, Del., has worked out a new landing device to enable airplanes to land on mud, water, ice, snow or just plain runways. The device has been accepted by the military, after thousands of test landings and take-offs. It consists of a pair of ski-like attachments. They are used with the plane's regular wheels and they let a regular land-based plane slide along on water or other slippery surfaces. When landing on water, a plane equipped with the ski-like attachments comes down and skis on the water's surface until it taxis up to and comes to rest on a small strip of beach or mud, or a float. The plane can stay on the surface of the water as long as it has forward speed of about ten or fifteen miles an hour. Water take-offs are made by starting on the ramp or strip of beach and then skiing on the surface of the water until airborne. The strip needs to be only two or three plane lengths long. The All-American Company says this device can be attached to conventional aircraft without loss of aero-dynamic efficiency.

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COMPANY OWNS PRIVATE AIRLINE

One of the biggest airlines in the world is operated by an oil company. The Arabian American Oil Company maintains a fleet of eighteen transport-type planes. If it were a common carrier airline, it would rank as the sixteenth in size among the thirty-six United States certificated airlines in terms of passenger miles flown. And it would rank twelfth in terms of cargo carried. The eighteen planes are operated in conformance with all CAA rules and pilot qualifications - and the oil company airline even has stewards and stewardesses on its payroll. The planes do service in Arabia and they also carry company personnel between Arabia and the United States in regular flights across the Atlantic.

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REGIONAL CONVENTION OF N.A.T.A. TO BE HELD

The Fourth Annual Regional Convention of the National Aviation Trades Association will be held at the CAVALIER HOTEL, VIRGINIA BEACH, SEPT. 1-2-3, 1954. This convention will be composed of members and guests from Virginia, North Carolina, South Carolina, and Georgia. The N.A.T.A. is the association of fixed-base operators, aerial applicators, air-taxi operators, and others associated with the aviation industry. The steering committee of this Association extends to each of you a very cordial invitation to attend the meeting regardless if you are not an operator or aerial applicator. You will find the business meeting very interesting as it will pertain to problems in which you are concerned such as aircraft maintenance, insurance, sales, etc. The business session will be held one day (Thursday - Sept. 2) beginning at 9:30 A. M. and ending at 4:30 P. M.

If you would like to take a short vacation at one of the most exclusive hotels on the Atlantic Coast - this is your opportunity. A "package deal" has been arranged where you can attend all the festivities - enjoy five meals and two nights lodging for only $29.00 each. A special discount will be given if you send your reservation application in prior to Aug. 23. With this discount you will get the above for only $26.00 each. The Hotel also operates the Cavalier Club on the beach and you will be admitted each night free if you attend the convention. A big name band will be playing during this week of the

convention. The Cavalier Hotel is located 20 miles from the Norfolk Municipal Airport, however, transportation will be furnished beginning at 1 P.M. on Sept. 1, free from the Piedmont Aviation Office.

If you would like to attend this festivity, we suggest that you immediately write to: Cavalier Hotel, Virginia Beach, Va.
Attention: Reservation Mgr., N.A.T.A. Convention

Should you desire any additional information regarding this convention, just drop a line to this Commission and all the pertinent details will be forthcoming. We certainly hope that you will make every effort to be there.

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BREAKFAST CLUB NEWS

The next meeting of the Breakfast Club will be held at Shaw Air Force Base on Sunday, August 29th. This is an opportunity to receive first-hand experience in landing civilian aircraft at a military base. Breakfast will be served at 10:00 A. M. with a tour and inspection of operational aircraft located at this facility. Below is outlined landing instructions as submitted by the personnel at Shaw Air Force Base.

1. Approach Shaw Air Force Base from the South or East.
2. If two-way radio is available contact Shaw tower for landing instructions.
   a. Tower Transmits: VHF 126.18 Primary
      VHF 121.5 Emergency
      HF 272 kcs.
   b. Tower Receives: VHF 126.18 Primary
      VHF 121.5 Emergency
      HF 3023.5 kcs
3. If the aircraft is not equipped with two-way radio or radio communication is not established, orbit the wind tee to the left at 1,000 feet MSL. Observe the control tower for a green light which will indicate clearance to enter the traffic pattern and land.
4. Traffic altitude will be 750 feet MSL.
5. Use a 45° entry to the traffic pattern. Left hand traffic landing to the Southwest. Right hand traffic landing to the Northeast.
6. Taxi with caution. Park in area designated.
7. Do not fly over restricted area.
8. Transportation will be provided from parking area to Base Operations.

NOTE: If you have Omni with a 121.5 transmitter crystal, use this frequency to contact the tower. You can receive the tower on either 126.18 or 121.5. In the event that you do not have a VHF receiver, you can stand by on 272 kcs on low-frequency band. If you do not have a radio at all, observe the control tower for landing signals.

Let's everyone try to be present at this meeting.

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