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# South Carolina



# AVIATION

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## News Letter

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### BREAKFAST CLUB

A very satisfying turn-out for the meeting at Columbia on Sunday, February 19th; over fifty aircraft and about one hundred twenty people. In a very close election, Homer Collum of Greenwood was elected president and Dr. Walsh of Moncks Corner, vice-president. These gentlemen are very earnest supporters of civil aviation development in South Carolina and have devoted a lot of effort in making the Breakfast Club the success it is. Let's respond to this leadership by helping to sell aviation whenever we can; by taking young prospective aviationists and student pilots to these Breakfast Club meetings. You're in aviation-because you enjoy it. Let's assist others in providing them an opportunity to participate in this activity.

The next meeting - Hemingway-Stuckey Municipal Airport, located 4 miles SSW of Hemingway. We are mailing out special bulletins on this meeting - READ IT - it's very important and contains information on the approaches to the runway and is illustrated by diagram. The airport has recently been completed and this is our first meeting there. We hope to see all of you there. Our Hemingway-Stuckey hosts are eagerly looking forward to this, their first gala event in aviation. We should not disappoint them.

### AVIATION CLINIC PLANNED

An Aviation Clinic for pilots, now in the planning stage, is proposed for several areas of South Carolina. Consisting of such subjects as "Flying the Low Frequency Range", "Uses of VHF OMNI Directional Ranges", "Tracking With the Automatic Direction Finder", and "Broadening Horizons Through the Use of Radio", the clinic will be held for pilots and student pilots who wish to further the utility of the equipment to be found in most light aircraft today. As a test of the interest in such a clinic, a talk on OMNI was held after the Breakfast Club meeting in Columbia on February 19th. Twenty-seven pilots remained to participate, and all expressed a real interest in further discussions along these lines. The first of such meetings will probably be held in Charleston with others to follow in Columbia and Greenville. Times and dates will be announced later as plans materialize.

### ROAD MACHINERY COMPANY USES AIRCRAFT

The Summers Road Machinery Company of Columbia began the executive use of an airplane one year ago. Over two hundred and sixty hours of flying time in business use has been logged in their Beechcraft Bonanza since starting. In the buying and selling of road machinery, Mr. Charlton Hall, president of the company, conducts his operations on a wide scale in areas east of the Mississippi River. The pilot of the plane is Mr. Harold Hall, cousin of Charlton and World War II pilot of many overseas missions with the Air Transport Command. Harold takes time off from his operation of several drive-in theatres in the Columbia area to fly his cousin on business trips. Very frequently they make trips to destinations and back home in one day that would ordinarily consume three days at the least by road or train. Mr. Charlton Hall says that any other form of transportation for business on his scale is completely out-moded and out-dated, and so impressed is he with the airplane that he is seriously considering the use of a twin-engine aircraft in the near future.

Another of the fast growing group of business aircraft converts! As this group continues to grow rapidly, and as South Carolina continues to become more of an industrialized state in the rapid fashion of the present, more and more will become the demand for construction of

airports throughout the state in sections not now possessed of such facilities. What about your community? What does it have to offer to air travel? Will any air-minded industry look your way?

#### OVERHAULED ENGINES AT HAWTHORNE

Mr. John M. Hawkins, Hawthorne Flying Service, Charleston, advises that they have a good supply of Continental A65 and C85-hp engines in stock. These engines have received major overhauls and all are warranted. They are freshly rebuilt by Hawthorne, the only CAA approved repair station in the state. They will exchange these engines or sell outright. This will solve the problems of operators and owners having trouble getting their engines overhauled.

#### COLUMBIA AERC CLUB ATTENDS OYSTER ROAST

The Columbia Aero Club attended an oyster roast at the Isle of Palms home of Mr. and Mrs. Raymond Doughty on Sunday, February 26th. In response to an invitation by the Doughtys, eighteen members of the club flew in beautiful weather to the Isle of Palms airport and were transported by car to the happy occasion. Over twenty others arrived by car and joined the flyers in making this one of the outstanding fly-ins of the season. Three bushels of oysters, bowl after bowl of shrimp, a huge pot of fish stew with many side delicacies made up the repast which was served picnic style under an enclosure in the beautiful backyard. Those hot roasted oysters! We were hard put to it in getting stopped. Can't understand why Dr. Dale Groom and Harold and Charlton Hall didn't go for oysters. Maybe we can get 'em indoctrinated on the fine art of eating oysters on the next outing of this sort.

A few words of welcome to the group and a real vote of thanks to the Doughtys was offered by the group through the club president, Al Thomas.

#### PENNY WISE AND POUND FOOLISH

We know of a recent case where an aircraft owner tried to save a very few dollars by installing a reworked fuel line in his airplane himself. The net result? A cracked-up aircraft to the extent of over five hundred dollars damage. He had neglected to have the fuel line annealed, probably not being aware of the necessity in this case.

Mr. Paul Carriker, safety agent for the Civil Aeronautics Administration, Columbia, urgently stresses that owners and pilots not qualified to perform maintenance refrain from doing so. Why take your life and perhaps the lives of innocent parties and place them in jeopardy for the sake of a few bucks? Let a qualified A&E work on your equipment. He's trained and expert and knows. You're not, a novice, and don't know.

#### RED TAGS

Get a red tag on your aircraft? Reserving your dirty looks for the fellow who put it there? Don't cuss, 'cause it's you who are in violation. If we don't see to it that all civil aircraft in the state are registered, then we're not doing our job. We are charged with enforcement. Briefly, here are the facts: The state requires that civil aircraft be registered each year before January 1st. Numbered decals are issued for each aircraft registered. A red tag is a notice that delinquency exists for failure to register or for failure to exhibit the decal after registration. Penalty for not complying with aircraft registration is 90 day imprisonment and/or \$500.00 fine. Your cooperation makes it easier for everyone.

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SOUTH CAROLINA AERONAUTICS COMMISSION

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