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AVIATION

News Letter

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OUTSTANDING PROGRAM IN STORE FOR BREAKFAST CLUBBERS - LAKE CITY

The Mayor and City Council, Senior and Junior Chamber of Commerce Officials, and the citizens of Lake City extend to the Breakfast Club a most sincere welcome, stating "this occasion is most significant to us of Lake City." Brown Field is an excellent two-runway facility situated two miles SSW of the city. Lake City is a very aviation-minded city, and they are going all-out to provide a most interesting program. PRIZES WILL BE AWARDED AS FOLLOWS:

- 1st. prize - To the member coming the furthest distance.
- 2nd. prize - To the first lady pilot to land.
- 3rd. prize - To the first lady to arrive.
- 4th. prize - To the latest airplane owner.
- 5th. prize - To the member with the oldest airplane present. (It has to be flown in, naturally, and this could be interesting.)
- 6th. prize - To the first airplane to land.

TIME - SUNDAY, JULY 1st - Breakfast at 9:20.

NOW HONESTLY, CAN YOU AFFORD TO MISS THIS ONE?

If you missed the last meeting at Augusta, you are short one of the finest the Club has had. Hamp Manning, Augusta's airport manager, Mr. W. M. Boshear of Augusta School of Aviation, and many other citizens of Augusta made us glow all over with the warm welcome. After the delightful breakfast in air-conditioned comfort on the airport, the members returned to their respective planes and this is what they found as an additional expression from the merchants of Augusta; in each airplane was a very large bag containing many items such as a loaf of bread, a package of wieners, a bag of potato chips, a box of sweet cakes, a bottle of barbecue sauce, a box of candy, a can of barbecue hash, a can of household lubricant, six packs of cigarettes, a screw driver, a couple of pencils, a sanitary packaged handkerchief, and a pocket pencil holder. We wish we had the space here to name the various donaters of these goods.

Around sixty aircraft and we don't know how many people attended. It just looked like hundreds turned out.

SEE YOU AT LAKE CITY SUNDAY, JULY 1st!!

DON'T FORGET!

The aviation clinic at Greenville's beautiful terminal Saturday, JUNE 30th, at 3:00 P. M. Do you need knowledge on the use of navigation equipment? OMNI? LF? ADF? Sure you do! Who doesn't? And the man who can tell you how to make proper use of it will be there, Captain Al Thomas of the Aeronautics Commission and veteran of many years of airline flying. All of you pilots, would-be pilots and aircraft owners in the northern part of the state, and anywhere else, for that matter; don't see how you could pass up this opportunity. The clinic will be conducted in the restaurant of the terminal building. Captain Thomas has a most interesting system in imparting this knowledge to you --he has all sorts of gadgets and thing - ah-mah - jigs to actually show you how it's done through your own visual observation..

What in the world is the sense of having a few thousand dollars worth of radio and navigational equipment at your disposal and not be properly qualified to use it? And plenty of pilots do just this! Why should you be one of these?

BUSINESS FLYING

Of a total of 61,300 general aviation aircraft flown in 1954, 34,200 reported they did some business flying. Of these, 18,750 were used primarily in business, not for hire. Business concerns owned 9,750 of these business aircraft, individuals owned 8,610, and government units, exclusive of the CAA, owned 210. Almost 2,100 multi-engine planes were used primarily in business flying, 700 more than were in service with the scheduled domestic, international and certificated all-cargo lines combined.

A barometer of the rapid increase in business flying -- six months ago there were 325 corporations operating aircraft; at this time there are around 400! A 12% increase in only six months! In 1955, owners of business airplanes spent slightly more than a half-billion dollars in rentals, pilot salaries, insurance, modification, maintenance, fuel, etc. In 1965, it is expected that more than 50,000 business planes will be flying, of which some 8,000 - 10,000 will be in the multi-engine classification.

IT BEATS THE BUGS THAT'RE BITING

Many of you, as you travel through the countryside this summer by car, will see some of those low-flying planes engaged in helping to preserve what you consume at the dinner table. The airplane has not been used for actual plowing, but there are few other farm jobs that planes have not done. One out of every 12 acres of land under cultivation in the United States is treated in some way from the air. In any given year some 100,000,000 gallons of liquid sprays and 700,000,000 pounds of dust chemicals are spread over this nation's crops by agricultural pilots. There are over 7,700 aircraft especially equipped for this purpose. The number of aircraft assisting the American farmer in this way exceeds the combined number of all scheduled airliners plying the world.

In addition to the strict agricultural use of the airplane in spraying and dusting, large scale operations in spraying poisons in mosquito breeding areas by aircraft has saved countless numbers of lives throughout the world. Giant tracts of forests are treated from the air against disease growths. Just a few months ago the Canadian Government was advertising for aerial applicator aircraft and pilots for applying chemicals over vast expanses of the Canadian forest areas.

A "duster" pilot has to know his "stuff". In addition to being just a specialized kind of pilot, he must have a good working knowledge of the insecticides he uses. It is important that he does not distribute material which will damage adjacent crops, and that his powders and sprays will not seriously affect beneficial insects, game, and wildlife. Also, he must know the insect killer applicable to each specific case. It is imperative that he be able to compute the effects of various kinds of weather in his operations. He has to take into account such things as wind direction and velocity, convection currents, temperature and humidity.

So when you run across one of these applicator operations, you will see a real specialist engaged in perhaps the largest single type of operation in the field of aviation.

SOUTH CAROLINA AERONAUTICS COMMISSION

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