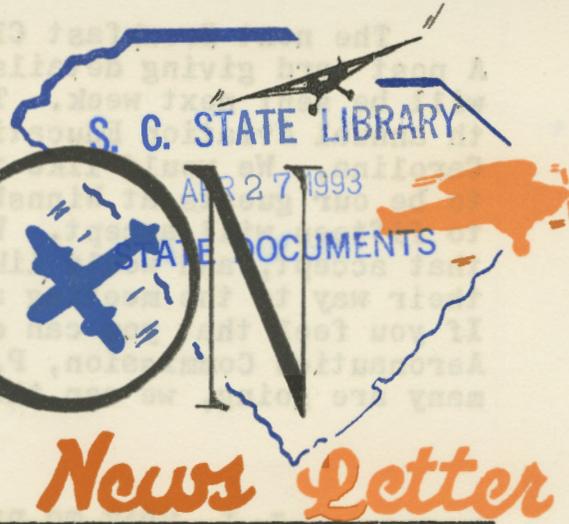


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South Carolina



AVIATION



News Letter

PUBLISHED BI-WEEKLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION
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OCTANE IS IMPORTANT

Pilots and plane owners are warned to use the correct octane gasoline recommended by the engine manufacturers for their planes or destroy the engine warranty. Almost all of the new light twin engine planes and some of the new single engine planes such as the new Bonanzas call for 91 octane gas. If anything less than this is used, and we'll agree that sometimes it is a temptation to use a lower grade, your engine warranty will be void, and in voiding the engine warranty, you also void the aircraft license.

For example: You are in a strange field, low on gas, and the operator handles only 80-87 octane. If you allow him to put some of the lower test gas in your ship just to get to another field where they have 91 octane, and you have engine trouble, even much later, the engine manufacturer can tell by an examination of the intake manifold that a lower grade gas has been used. Try and collect on your warranty.

Fixed base operators also must be cognizant of the importance of using the correct octane rating for the plane being fueled. If a fixed base operator puts 80-87 octane gas in a plane where the filler cap is plainly marked 91 octane, he can be held liable for the voiding of the warranty. If the plane should have engine failure, even though from another cause, it is quite likely that a court would still hold him liable, possibly for the plane as well as the engine.

FEDERAL TAX REFUND - NOW

Now is the time to file for the Federal gas tax refund of one cent per gallon. Claims must be filed between now and September 30 for gasoline used in aircraft. You may obtain the forms by writing to OFFICE OF THE DISTRICT DIRECTOR, INTERNAL REVENUE, U. S. FEDERAL COURTHOUSE, COLUMBIA, S. C. You file your claims with the same office. The Aeronautics Commission also has some of the forms in case you drop by our office. Invoices on sales are not absolutely required, but accurate records of gasoline purchases must be kept including the state in which purchased.

BREAKFAST CLUBBERS PICNIC AT CRESCENT

Twenty-five planes brought approximately sixty picnickers to the Crescent Beach landing strip for a Sunday outing on the Beach proper. In a well planned awning covered construction on the strand the Breakfast Club members spread sumptuous repasts, and those who were short on food did not go wanting as the spirit of comradeship spread to encompass all.

Mayor C. B. Berry, Crescent Beach's jovial leader, was very much in evidence driving to and from the airport with loads of air-born arrivals, as was Robert C. Buckner, Chief of Police.

Some went swimming and some just sat around the tables talking flying, but all enjoyed the outing. A picture of the group was taken for local publicity, however, anyone who wishes a copy, 8 X 10 glossy suitable for framing, can send \$2.00 with their name and address to Claude Dunnagan, News Bureau, P. O. Box 174, Crescent Beach, S. C.

The next Breakfast Club meeting will be on JULY 28 in WINNSBORO. A post card giving details of the meeting and location of the airport will be sent next week. This meeting will take place during the fifth annual Aviation Education Workshop at the University of South Carolina. We would like to ask the teachers attending the workshop to be our guests at Winnsboro, and experience has shown that from ten to fifteen will accept. We will need air transportation for those that accept, and would like volunteers who can stop by Columbia on their way to the meeting and take one or more teachers on the trip. If you feel that you can do this, drop a card to Al Thomas, S. C. Aeronautics Commission, P. O. Box 1176, Columbia. When we know how many are going, we can then contact you for help.

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J. L. MOAK TO BRING 180° TURN TO SOUTH CAROLINA

Jack Moak, Assistant Director of the S. C. Aeronautics Commission, will depart for Urbana, Illinois on August 19 where he will take the 180° Instructor's Course at the University of Illinois under the AOPA Foundation Grant, NASAO-TAC Selection Plan. In accordance with the terms of the grant, Mr. Moak will return to South Carolina where he will train three instructors in the course without charge.

The 180° turn is the joint plan "To Save A Life" whereby inexperienced pilots are taught the technique of making a 180° turn to get out of instrument weather when it is inadvertently encountered.

Rated Instructors who wish to take advantage of the Commission's offer to teach them the instructor's course in the maneuver, can contact the Commission to place their names on the list. When Mr. Moak returns from Illinois, he will be ready to certificate them to teach the course.

Fixed base operators in many parts of the country have found this to be a profitable side-line to their regular instruction. The "Turn" has already saved a number of lives and should prove popular with the private pilot.

* * * *

NOTAMS

PALMER FIELD at BENNETTSVILLE is closed to all aeronautical operations. ROWE'S FIELD remains open and will serve Bennettsville.

A. C. Oxner's field at WHITMIRE is now open offering A & E Service as well as 80 & 91 octane fuel.

New runway markings have been completed at Florence and are being completed at Aiken.

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TEN BUSIEST AIRPORTS OF 1956 ANNOUNCED BY CAA

<u>CITY</u>	<u>MOVEMENTS</u>	<u>CITY</u>	<u>MOVEMENTS</u>
1. Chicago Midway	372,177	6. Atlanta	273,708
2. Miami	336,228	7. Charleston, S.C.	268,930
3. Los Angeles Intl.	290,544	8. Dallas	258,972
4. New York LaGuardia	281,964	9. Washington, D.C.	257,762
5. Denver	280,293	10. Phoenix	252,348

(Plane movement is one landing or take-off.)

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