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South Carolina AVIATION News Letter

PUBLISHED BI-WEEKLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

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BREAKFAST CLUB NEWS

Bad weather covered about half of the state last Sunday morning, however, the count at Winnsboro was about 50 people and 20 aircraft. Approximately 12 of our good North Carolina neighbors were on hand to bask in the warm hospitality offered by Senator John Martin, Mayor Elliott, Bill Castles and other good folk from Winnsboro.

HEMINGWAY will be our host on SUNDAY, AUGUST 11th. More details will be on the regular postcards.

ANOTHER AIR STRIP

The Clemson College Sandhill Experimental Station with the assistance of the S. C. Aeronautics Commission has just completed an air strip. The strip is on the station's property just west of U. S. Highway #1 and one mile southwest of Pontiac, S. C. The strip is 1900' long in a NE-SW direction. Use caution approaching from the north. The station building is located directly in line with the strip at approximately 2,000' from the end of the runway. There is also a dirt road bordering the north end. Clear yourself for ground traffic before take-off or landing.

TAX NOTICE

The following item appeared in the May 1, 1957 issue of the NEWSLETTER. It is being reprinted for the benefit of interested persons who did not receive a copy:

"It has been brought to the attention of the Aeronautics Commission that there is considerable concern among the state's aircraft owners regarding the sales tax notices from the S. C. Tax Commission.

In order to clarify the position of the Aeronautics Commission in this regard we would like for you to know that the registration records of the Commission are public information and are available to all who desire them. Copies of the registration records are furnished to fixed-base operators, insurance companies, and other organizations upon request. The registration of aircraft is a function required by law and the Commission has no alternative other than to comply. We are forwarding a letter of detailed information to all aircraft owners on this matter, but in case you have not received one, the following is offered for your information:

A. Purchase of aircraft by one private individual from another - no sales tax required as this is classified as a "casual sale".

B. If aircraft was purchased from an aircraft dealer within the state, payment of sales tax is the responsibility of the dealer and not of the purchaser.

C. If the aircraft was purchased from a dealer without the state, the responsibility of the sales tax is that of the purchaser, provided the aircraft is based in South Carolina.

If you have not answered your letter from the Tax Commission, it is suggested that you do so and explain the circumstances under which the aircraft was purchased, from whom purchased and the date purchase was made. South Carolina Sales Tax became effective on July 1, 1951. Aircraft purchased prior to that date are not subject to the tax.

It is not the function of the Aeronautics Commission to engage in any way in the collection of tax on aircraft. It is our duty and responsibility to promote, foster and regulate the state's aviation interests."

"GIVEAWAYS"

U. S. Airlines and the U. S. Treasury are both losers because of the present "Giveaway" policy our government entertains toward the granting of domestic routes to foreign airlines. Legislation is in the hopper to curtail these "Giveaways" which are made strictly for political and diplomatic reasons.

The President has often retained the advice of Secretary of State Dulles rather than the Civil Aeronautics Board in granting routes within the United States to foreign lines.

Dulles claims that such action is necessary to retain the friendship of foreign countries. As a result, not only are U. S. Airlines losing money but they also, at times, revert back to subsidy status.

SELF PORTRAIT

AOPA recently completed a survey of its 65,000 members. The survey, in part, indicates that the composite man flying his aircraft for business and pleasure is:

A college man.
Earns $10,906 a year.
Married, and the parent of children under 21 years of age.
Owns his own home.
Participates in community affairs.
Owns more than one and one-half automoblies.
Owns an airplane, or has a financial interest in one.
Prefers summer vacation.
And he may be one of the 14,525 (22.%) members who owns a boat of some sort.

AOPA's survey indicates that 27% of its members earned $15,000 or more annually, and that 63.1% (41,015 members) earned more than $7,500 a year: The median income of the membership--$10,906--is more than twice the national average of the $4,130 recorded by the U. S. Census Bureau for all U. S. non-farm families.

Private and business flyers seem to be doing all right in business. Executive titles are held by almost half (44.1%) of the AOPA members, the survey indicates. Twelve percent are presidents of business organizations; 702 members hold the title, "chairman of the board".

Sixty-six percent of the AOPA members fall into the 31 to 50 years age bracket; 18.2% are between 21 and 30 years of age, and 10.7%, 51 to 60 years.

There is no question about the ability of AOPA members to fly airplanes. Sixty percent of them own their own aircraft, and an additional 10% own airplanes in association with others. Among the non-owners, 26.3% plan to buy planes, the survey indicates.

More than 86% of the members have more than 100 hours flying time to their credit. (Forty hours, plus an examination is required for a private pilot license.) The survey indicates 32.9%, or almost a third of the membership, have more than 1,000 hours flying time. One out of eight of the AOPA'ers has more than 3,000 hours to his credit. A total of 26,000 members fly airplanes more than 100 hours a year; a fourth of the 65,000 members fly more than 150 hours annually.

HELICOPTER SERVICE FOR S. C.

C. R. "Buck" Moss, manager of the Spartanburg Municipal Airport, announces that helicopter A&E service will soon be available at Spartanburg Municipal. This is one of the very few such installations in the southeast. Mr. E. J. Powell will be in charge of this service and he is a rated A&E on helicopters. He will service helicopters used for power line patrol by the Duke Power Company and also any other helicopters requiring service in this area. This helicopter service, of course, is in addition to A&E service on conventional aircraft.

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