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South Carolina AVIATION News Letter

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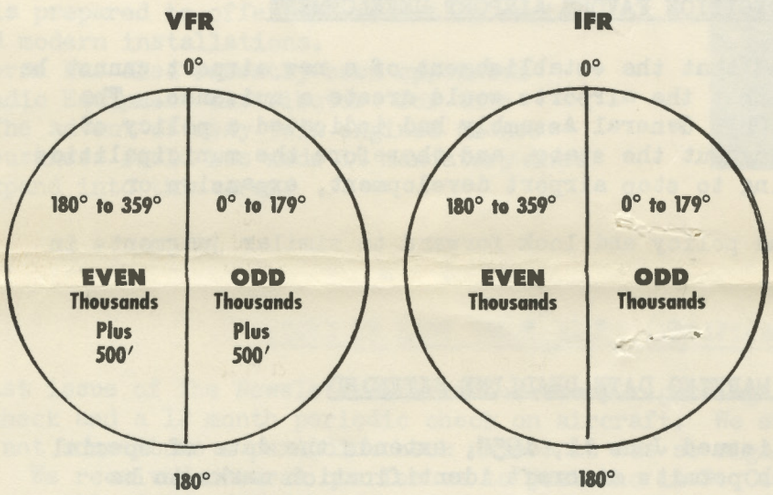
BREAKFAST CLUB TO MEET AT TIMMONSVILLE

M. B. Huggins, Vice-President of the Breakfast Club, has invited the Club to meet at Timmonsville next Sunday, August 3rd. Plans are under way for an exceptionally fine feed, and from past experience we know that the Timmonsville meet will be a dandy. Plan on landing by 9:20 AM; we'll eat at 10:20, and adjourn at 11:20.

* * *



NEW CRUISING RULES EFFECTIVE AUGUST 15.

As mentioned in an earlier Newsletter, after August 15th the quadrangle rule for cruising altitudes will no longer be in effect.

The new rule states that between 3000' and 29,000' all VFR traffic and all IFR traffic will abide by the rules on the accompanying charts. For VFR traffic this means whether on or off of airways.

Nothing is mentioned about below 3000'. It looks like every man for himself.

TIME ZONE CONVERSION TABLE

All ATC facilities including towers are now using Greenwich mean time. Printed here is a time conversion table which we suggest you cut out and place in your airplane as an aid in making your time zone conversion.

Due to the fact that so much ATC traffic is now international and speeds have become so great, it has been found necessary to effect this time change.

For an indefinite period the control towers will give both times, ie; in this area EST and GMT. In filing flight plans, however, it will be necessary for you to convert the time in order to give an estimated time off.

24-EST	24-CST	24-MST	24-PST	GMT
0000	2300	2200	2100	0500
0100	0000	2300	2200	0600
0200	0100	0000	2300	0700
0300	0200	0100	0000	0800
0400	0300	0200	0100	0900
0500	0400	0300	0200	1000
0600	0500	0400	0300	1100
0700	0600	0500	0400	1200
0800	0700	0600	0500	1300
0900	0800	0700	0600	1400
1000	0900	0800	0700	1500
1100	1000	0900	0800	1600
1200	1100	1000	0900	1700
1300	1200	1100	1000	1800
1400	1300	1200	1100	1900
1500	1400	1300	1200	2000
1600	1500	1400	1300	2100
1700	1600	1500	1400	2200
1800	1700	1600	1500	2300
1900	1800	1700	1600	0000
2000	1900	1800	1700	0100
2100	2000	1900	1800	0200
2200	2100	2000	1900	0300
2300	2200	2100	2000	0400
0000	2300	2200	2100	0500

NOTAMS

NORTHEAST - SOUTHWEST RUNWAY AT SUMTER CLOSED

The Northeast - Southwest runway at the Sumter Municipal Airport has been closed for paving and other construction work until further notice. This is the lighted runway, consequently there will be no lighting on the Sumter Airport at all until construction and paving are completed. This is expected to take approximately a month.

The Northwest - Southeast runways will be kept open until such time as it becomes necessary to close the field for paving the intersection. The closed runway is plainly marked.

* * *

PERIODIC AIRCRAFT INSPECTIONS BEING IGNORED

A 100 hour inspection does not constitute a periodic inspection, according to Paul Carriker, CAA Safety Agent in Columbia. Mr. Carriker states that many aircraft owners are under the impression that because their plane has been inspected each 100 hours, the periodic inspection has been complied with. This is not the case. The periodic inspection must be completed once every 12 calendar months by an Authorized Inspector, while the 100 hour inspection may be completed by an A & E mechanic.

It is suggested by this office that anyone who has been laboring under this false assumption take immediate steps to correct their error before a violation is filed.

* * *

OHIO COURT DECISION FAVORS AIRPORT DEVELOPMENT

The Ohio Supreme Court has ruled that the establishment of a new airport cannot be blocked by townships on the premise that the airports would create a nuisance. The court decision pointed out that the Ohio General Assembly had indicated a policy of promoting aviation and airports throughout the state, and therefore the municipalities were exceeding police powers in trying to stop airport development, expansion or improvement.

We believe this represents sound policy and look forward to similar judgments in other states.

* * *

AIRCRAFT MARKING DATE DEADLINE EXTENDED

A special Civil Air Regulation issued June 11, 1958, extends the date of special Civil Air Regulation No. 412-A, which permits aircraft identification marks to be affixed to the vertical tail or fuselage side surfaces of fixed wing aircraft in lieu of markings required by CAR Part 1. SR-412-A required that markings be affixed by July 27, 1958 and be effective until July 27, 1960.

Special regulation No. SR-412-B states that the dates have been extended so that these alternate markings may be applied and utilized at any time between now and December 31, 1960.

* * *

WIND CAN BE EXPENSIVE.....IN A TUNNEL

Wind tunnel tests on model aircraft can cost as much as $2,500 per hour. The high speed and supersonic tests for the F-100 Super Sabre totaled $1,185,000.

SOUTH CAROLINA AERONAUTICS COMMISSION
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