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AVIATION

News Letter



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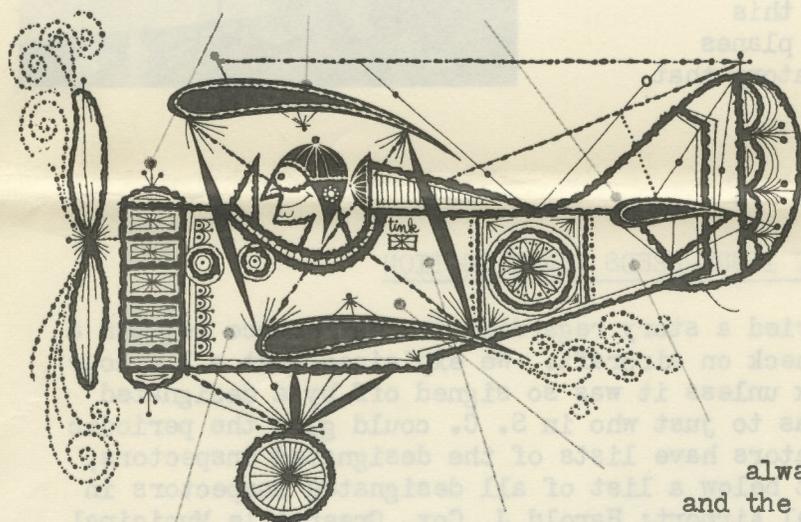
No. 16

BREAKFAST CLUB NEWS

The weather was a disappointment to those attempting to get to the Breakfast Club meet at Timmonsville on August 3rd. Low ceilings and restricted visibility held the arriving planes to a total of seven and the breakfasting crowd to an estimated thirty-five. M. B. Huggins, Vice-President of the club, presided at the breakfast.

Spartanburg will be the scene this coming Sunday, August 17, when C. R. "Buck" Moss, Breakfast Clubber extraordinary, hosts the club and presents his idea of an unusual meet. A chuck-wagon breakfast is planned on the field, and a welcoming committee of varied propensities will greet the group. "Nuff said." If you know Buck Moss, you won't want to miss this one....

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"LET'S SEE, NOW: Starting today, when flying VFR, its eastbound, odd plus five - westbound, even plus five. What about my altimeter setting? If I set it at zero on the ground, I'll be all fouled up. I must remember to set it at field elevation or get an altimeter setting from the tower. On cross-countries I must get an altimeter setting occasionally from the range stations or weather broadcasts or I won't have the five hundred foot separation I think I have. Will this

always keep me separated from the airlines and the military? Negative!!! If they are flying VFR, they must observe the same rules that I do. Guess I'd better start swiveling my neck and looking around or I'll be in just as much trouble as I always was....."

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LITTLE KNOWN HIGHLIGHT OF THE POWDER PUFF DERBY

Always, in every event of such National importance as the Powder-Puff Derby which ended in Charleston recently, there is one outstanding event that escapes the prying eyes of the local press.

Such an event, pictured at the right, occurred following the arrival of Jerry Cobb, woman pilot extraordinary, who holds several world records, has 5500 hours, and possesses a commercial license with multi-engine land ratings. Marion Reid, Manager of the Charleston Municipal Airport, is pictured in his role of host, leading Miss Cobb to the canteen for a coke.

What makes this picture unusual is the delicate look on his face as he leads the way....



W. M. "MONK" SHAND, LEAVES COLUMBIA AIRPORT POST



Resigning as of September 1, W. M. "Monk" Shand, Jr., for nine years Director of Columbia Airports, leaves to join the Public Relations staff of the United States Brewery Foundation.

It is with regret that the City of Columbia and Monk's many friends in aviation see him go, for under his leadership major airport expansion has taken place, however, the community is fortunate in that his new position will not take him out of Columbia.

Under Mr. Shand's Directorship the Columbia Airport system has been operating in the black for the past several years.

Mr. Charles Majure, assistant to Mr. Shand, replaces him as acting Director.

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HAWTHORNE RADIO REPAIR SHOP
GETS LOCAL AND AREA CAA NOD

Headed by Rutledge King, pictured at work bench, the radio repair shop at Hawthorne Flying Service in Charleston just received the official nod from local and area CAA inspectors. Final regional approval is needed to make the shop an officially approved radio repair station.

Employing the latest in electronics equipment, the shop is prepared to offer the finest in radio repair and modern installations.

Hawthorne has also recently been appointed Collins Radio Equipment distributor for this region. The advent of many twin engined planes into the business field has made it mandatory that Collins expand into this area.



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STORY IN LAST ISSUE NEEDS CLARIFICATION

The last issue of the Newsletter carried a story regarding the difference between a 100 hour check and a 12 month periodic check on aircraft. We explained that a 100 hour check did not constitute a periodic check unless it was so signed off by a designated inspector. We received several queries as to just who in S. C. could give the periodic inspections. All of the fixed base operators have lists of the designated inspectors, but for those who wish a copy, we reprint below a list of all designated inspectors in S. C.: Jean Brannon, Greenville Municipal Airport; Harold J. Cox, Greenville Municipal Airport; William A. Grant, Woodward Field, Camden; T. Cecil Hadwin, Jennings Airport, Orangeburg; Wm. F. Holecek, Jr. Charleston Municipal Airport; Emil H. Koon, Columbia Municipal Airport; Charles E. Lanford, Greenville Municipal Airport; W. N. Lanford, Greenwood Airport; Wm. W. North, Sr., Mount Pleasant; B. B. Orr, Greenville Municipal Airport; Asa C. Oxner, Whitmire; Perry Rivers, Sumter Municipal Airport; J. L. Weatherford, Johns Island Airport, Charleston; E. E. Witte, Jr., Charleston Municipal Airport.

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A VFR FLIGHT PLAN IS NOT PERMISSION TO FLY OUT OF A CONTROL AREA IN IFR WEATHER. MORE ON THIS LATER!!

SOUTH CAROLINA AERONAUTICS COMMISSION

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