

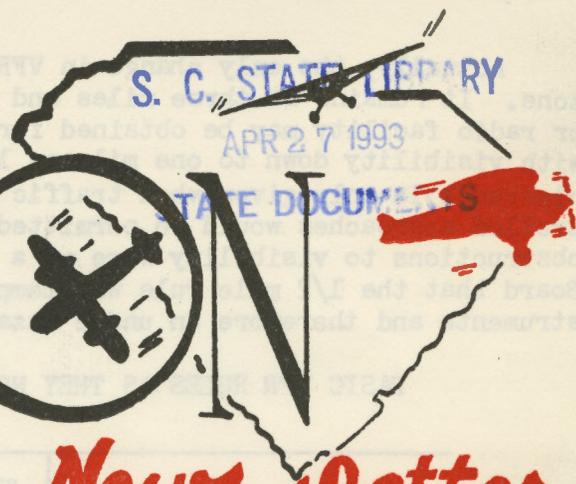
825
3. A84
V8/18

South Carolina



AVIATION

News Letter

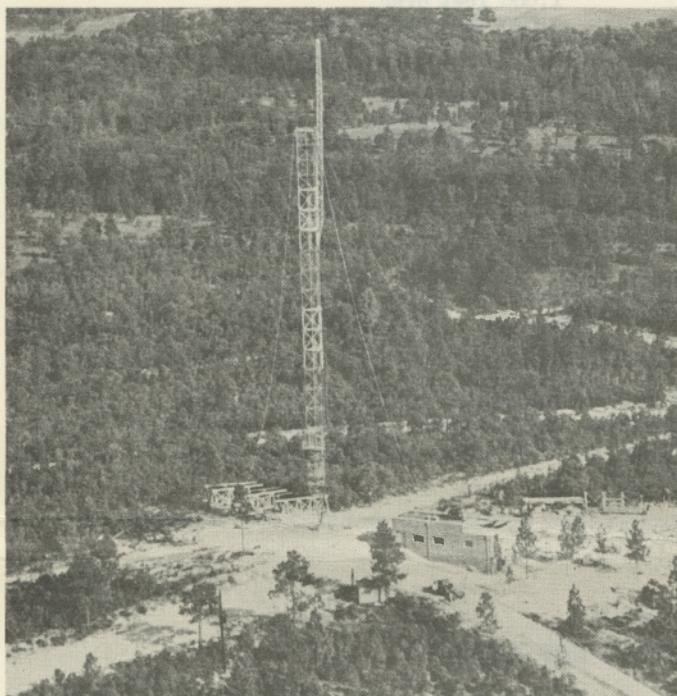


PUBLISHED BI-WEEKLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

VOL VIII

SEPTEMBER 15, 1958

NO. 18



IT KEEPS GETTING TALLER

WISTV's new tower just north of the Fort Jackson restricted area.

*
* BREAKFAST MEETING AT AIKEN WELL ATTENDED
*
* Again the Newsletter comes out at an
* inconvenient time for reporting the doings
* of the Breakfast Club, suffice to say that
* approximately sixty-five members turned out
* in thirty planes for the breakfast at Aiken.
* By the time this letter reaches most
* of its readers the meeting at Anderson will
* be over, therefore, it will be reported in
* the next issue.
* It is expected that an invitation will
* be received to visit Hampton-Varnville on
* the 28th of September for the Breakfast
* Club to help that community celebrate the
* turning on of the runway lights.
* This will mark the completion of the
* first of the smaller fields to be so light-
* ed under the Aeronautics Commission's pro-
* gram of lighting the smaller airports of the
* state at the rate of about three a year.
* This low cost lighting program has been
* made possible by the development of a light
* to the specifications of the Flying Farmer
* organization who have found them to be very
* satisfactory on small fields in the midwest.
* The lights on a clear dark night can be
* seen as far as fifteen miles and should
* prove a boon to night flying in that area.

* * *

CAR AMENDMENT 60-11 - A VICTORY FOR GENERAL AVIATION

On December 10, 1957 CAR Draft Release #57-27 came out proposing numerous changes in ceiling and visibility minimums for VFR flying. For instance one of the proposals was to raise minimums for uncontrolled flight in the control zone of a high density airport to 1500 feet and five miles. At that time the Newsletter printed comments adverse to the proposal, and suggested that all interested parties submit comments to the CAB (in duplicate).

Your Aeronautics Commission supported arguments against this and other proposals with statistics, as did many other general aviation organizations such as National Association of State Aviation Officials, Flying Farmers of America, Airplane Owners and Pilots Association and others.

We quote from one paragraph of CAR Amendment #60-11: "It was clear from the comment received on the draft release that the lines were drawn sharply on this highly controversial issue of appropriate VFR weather minimums. Briefly stated, the airmen from the professional segments of aviation concurred with the proposal, although some thought that it did not go far enough, while the non professional segments vigorously opposed any increases in the VFR minimums. Persuasive arguments were advanced by the general aviation segment that no case could be made for the proposition that accidents would be reduced materially if VFR weather minimums were increased since the accident statistics clearly showed that mid air collisions were occurring in relatively clear weather. The Board has confirmed this through an extensive analysis of it's civil accident and near collision statistics. One finding is particularly telling: 98 percent of all mid air collisions in the past ten years have occurred in weather conditions exceeding three miles in visibility - the other two percent have occurred in visibility conditions of about three miles."

continued, next page.

Actually, the only change in VFR rules concerns minimums for VFR flight in a control zone. It remains at three miles and 1000 feet, except that clearance from a control tower or radio facility may be obtained for controlled VFR clearance in or out of a control zone with visibility down to one mile as long as the flight maintains clear of all clouds. This clearance is only given when traffic conditions permit. The previous rule stated that controlled approaches would be permitted with visibility down to one half mile providing the obstructions to visibility were of a local nature such as smoke or dust. It was felt by the Board that the 1/2 mile rule was tempting to pilots that were not capable of flying by instruments and therefore an undue hazard.

BASIC VFR RULES AS THEY NOW STAND, EFFECTIVE SEPTEMBER 11, 1958, ARE BELOW.

	VISIBILITY	DISTANCE FROM CLOUDS	
		700 feet or BELOW	ABOVE 700 feet
CONTROL ZONE	3 miles ^{1/}	500 feet under ^{1/} 1,000 feet over ^{1/} 2,000 feet horizontally ^{1/} and 1,000-foot ceiling	
CONTROL AREA	3 miles	500 feet under 1,000 feet over 2,000 feet horizontally	
CONTINENTAL CONTROL AREA	5 miles	1,000 feet under 1,000 feet over 1 mile horizontally	
OUTSIDE CONTROLLED AIRSPACE	1 mile ^{2/}	clear of clouds	500 feet under 1,000 feet over 2,000 feet horizontally

1/ If traffic conditions permit, air traffic control will issue an air traffic clearance for flight within a control zone when the weather conditions are less than the above. However, no person shall operate an aircraft VFR, irrespective of any clearance, unless the visibility is one mile and the flight can remain clear of clouds.

2/ Helicopters are excepted from the one mile requirement when operated at or below 700 feet and at reduced airspeed. (see § 60.30.)

FEDERAL GAS TAX REFUND NOW DUE

A federal gas tax refund can now be received by submitting form #843 to the Bureau of Internal Revenue. This refund amounts to one cent per gallon on aviation gasoline purchased during last year (July 1, 1957 to June 30, 1958). Only one application for the refund is made each year, and must be filed before September 30th. Invoices on sales are desirable to substantiate the claims, but are not mandatory. However, accurate records of gasoline purchases must be maintained indicating the state where purchases were made.

Form #843 may be obtained from the Bureau of Internal Revenue or from the Aeronautics Commission.

PRESIDENT VETOES FEDERAL AID TO AIRPORTS BILL

After passing both houses of congress by large majorities, the Federal Aid to Airports Bill died for the present when President Eisenhower vetoed it on the grounds that Federal Aid in this instance should be decreasing instead of increasing. Although the present Bill will remain effective until June 30th of next year, it is doubtful whether enough strength can be gained in congress in time to continue it by the first of the next fiscal year.

SOUTH CAROLINA AERONAUTICS COMMISSION

P. O. BOX 1176

COLUMBIA, SOUTH CAROLINA

SEC. 34.66 P. L. & R.
U. S. POSTAGE
PAID
Columbia, S. C.
PERMIT NO. 61