

A-825
3.A84
V7/8

S. C. STATE LIBRARY
APR 27 1993
STATE DOCUMENTS

South Carolina



AVIATION



News Letter

PUBLISHED BI-WEEKLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

VOL. VI

APRIL 15, 1956

NO. 8

FORREST LONGEWAY DAY AT NEXT BREAKFAST CLUB

In case you haven't heard, the Civil Aeronautics Administration's Safety Agent for the South Carolina area is retiring from service on the last day of this month. It was decided at the Bennettsville meeting on Sunday, April 8th, that the next meeting, which is to be held at ORANGEBURG, SUNDAY, APRIL 22nd, would be dedicated in honor of this man who, as a true pioneer in aviation, has devoted his lifetime to a cause he has loved so well. His career was initiated in World War I in which he served in many combat missions over enemy territory as a pilot of French bombers while attached to the AEF with detached service in French Squadrons.

Subsequent to the Armistice, Forrest did what so many of the war pilots did -- barnstormed. Those of us old enough to remember - what colorful pictures these men presented with the old Jennys roaming the country! Pure love of aviation motivated their actions; from what we've heard, they usually didn't know where the next meal was coming from nor if they'd have enough fuel to make the next stop.

In April of 1929, Forrest became affiliated with the Civil Aeronautics Administration and, except for World War II service, has remained with that organization until the present day. Since being discharged from service in the first war, he was in reserve status and emerged from World War II as full colonel. His CAA and military service aggregate thirty years.

Forrest is making his permanent home in South Carolina, saying that in all of his various assignments over the United States he doesn't know of a finer locale as to climate and people in which to settle, not to mention the state's beauty.

Yes, LET'S ALL TURN OUT FOR THIS OCCASION AT ORANGEBURG in honoring Forrest Longeway, friend to all and more especially to those of us in aviation. An exceptionally good airport at Orangeburg with runways of 2900 feet and 3400 feet. See you there! Land by 10:00 - breakfast at 10:20 A. M.

NOTICE TO AERIAL APPLICATORS

The season for aerial application is about to be underway and we want to remind those of you who have not registered yourself and your aircraft with the Commission - don't forget this important item before you start operations. The law provides for this with a rather severe penalty for conviction of failure to do so. The attitude of the Commission is to implement the enforcement of these provisions this year without hesitation -- all concerned know about it and hence excuses for failure in compliance are not acceptable. Please do not disregard this advice.

FURTHER ON MEASURING RADIO FREQUENCY

In the last edition of the Newsletter we called your attention to the fact that the Federal Communications Commission requires that your aircraft radio be given a frequency measurement once every six months. Hawthorne Flying Service, Charleston, has acquired a frequency measuring device to better serve its customers, and so far as can be learned, this is the only aircraft repair station in South Carolina offering this service. We have seen the radio service installation at Hawthorne and believe us, they've left no stone unturned in giving as fine a service as you can get.

VERTIGO

Last edition we dwelt on the effects of flicker vertigo such as a sense of loss of equilibrium while landing a single engine aircraft into the setting sun with rpm of from 300 to 600. A recent accident involving a private aircraft resulted in very tragic consequences. Investigation revealed that the pilot of the aircraft was flying "on" instruments, although not being certificated to do so. Reports of witnesses to the actions of the aircraft before the accident led the investigators to believe the pilot was under the influence of vertigo. It was concluded that this vertigo was caused by the operation of two rotating beacon lights installed on the aircraft, one on top, the other on the bottom, the cause resulting from the reflection of these rotating lights on the overcast. In experimenting with a similarly equipped aircraft under similar conditions, an experienced instrument pilot found that the condition created by the rotating beacons became intolerable; that the reflection of the lights on the overcast made the clouds appear to move in and out around the airplane, as well as up and down. Attempting to fly in the overcast under these conditions for even a short period of time would be extremely hazardous for a proficient and experienced instrument pilot; for a pilot with little or no instrument time - disaster.

These anticollision lights are required on carrier aircraft and are highly recommended for private aircraft. They are a valuable safety factor under VFR (visual flight rules) conditions, but are both ineffective and dangerous when operated at night in clouds or fog. Air carrier pilots turn them off when flying in the overcast.

NOTICE ON CAA WRITTEN EXAMINATIONS

Have you passed a written examination on commercial pilot, instrument or flight instructor ratings and have not yet passed your flight test? If this is your case and you had your written examination before May 31, 1954, you have until May 31, 1956 in which to pass or complete your flight test, otherwise your written examination becomes invalid. If your written examination was subsequent to June 1, 1954, you have 24 months from the date of the examination in which to successfully complete your flight test, otherwise the written becomes invalid.

It has always been required that the private pilot written examinations be passed within the preceding 24 months prior to the flight test.

AIRPORT NOTICE

Orangeburg now has dusk to dawn runway lights and rotating beacon. Construction is completed on the airport and the field is in excellent condition with turf runways of NE-SW 3400 feet and SE-NW 2900 feet. Orangeburg is an outstanding example of a real air-minded city. The fixed-base operator, Cecil Hadwin, offers flight instruction, charter service, and aircraft and engine major and minor repairs; also 80 and 91 octane. When you're nearby, drop in, look at a nice airport and be received by nice people.

"NEAR-MISS" REPORTS REQUESTED

Pilot reports of near mid-air collisions are requested by the Civil Aeronautics Board. A new civil air regulation exempts from prosecution any participant of a near-miss by reason of his reporting it to CAB. The CAB desires to use this information in making a study of means in dealing with this increasing problem.

* * * * *

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
--