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# AVIATION NEWS LETTER



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## BUSINESS INCREASING

A recent survey by the CAA and the National Aviation Trades Association shows the growth and importance of the aerial crop dusting and spraying industry in the following statistics. There are more than 6,400 spraying and dusting pilots - almost as many pilots as are employed by the air lines. It generally takes a season and a half to train a pilot with about 1,000 hours of previous flying experience. More than sixty (60) per cent of these pilots having such skill are subject to military call as reservist or under the draft.

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## BREAKFAST CLUB HOLDS MEETING

The last meeting of the Breakfast Club was held at Owens Field, Columbia, with Berley Kittrell, Dixie Aviation, and the Columbia Aero Club as joint hosts. The breakfast was served at the Jefferson Hotel. "Doc" Price, as usual, presided in his normal manner. There were about 66 persons attending. The wind was blowing unusually hard that day (we don't mean "Doc" Price), so that may account for some of the other folks not showing up. This meeting was unusual in one way, in that the meeting actually started at 10:20 and was over at approximately 11:20, and the time was not by "Doc" Price's watch. We were certainly glad to see M. B. Huggins back again with us. As you may not know, "M. B.!!" spends a great many of the summer months dusting in North Dakota.

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## THIS AND THAT

W. M. "Monk" Shand, Jr. has been elected President of the Southeastern Airport Managers Association. "Monk" is now City Airport Director at Columbia which includes Owens Field and Columbia Municipal Airport (former Lexington Army Air Base). . . Dixie Aviation, Owens Field, has a 122.8 mc. transmitter and receiver in its office, so anybody coming into Owens Field give Berley a call. We don't guarantee that he will have the set turned on, but chances are that he might. . . Several of the fellows over at Columbia Airport getting a ride in a TWIN BONANZA. According to Jack Seastrunk and Raymond Doughty, the TWIN BONANZA is quite the airplane. Jack said it would be 1953 before he could get delivery on the one that he ordered.

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## AIRCRAFT COMMUNICATION SETS AVAILABLE

We have been advised by two companies in Florida that they have available for early delivery several types of modern two-way radio sets. Wallace Aircraft Company, Sarasota, Florida, has available the Narco transceiver which operates on 110 volt power and transmits and receives on the new "personal" frequency of 122.8 megacycles. The selling price is \$450.00 for the two-way unit and substantial discounts are offered to airport operators. The Communications Company, Incorporated, 300 Greco Avenue, Coral Gables, Florida, offers a variety of 6 and 12 volt models in both low frequency and VHF suitable for use on jeeps, fire trucks, and other airport vehicles. Interested persons may contact the above concerns directly.

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## KEEP YOUR PLANE FLYING SAFELY

Here are some recent CAA Airworthiness Directives. Cessna 120 - 140 51-21-1 on bottom rudder rib. Comply by Dec. 1, 1951. Franklin Engines 51-22-2 oil pump drive gear. Inspect by Oct. 1, 1951. Bellanca Models 14-13 and 14-13-2 14-19 51-16-2. Same. Luscombe Model 11A 51-21-3 on rudder control system bell crank under forward cabin floor. Piper J-3 and PA-11 51-15-1 on forked clevis



ends on lower end of lift struts. Piper PA-12 51-21-2 on cracked aileron hinge brackets Comply by Oct. 15, 1951. Piper PA-18 and PA-20 and PA-22 51-19-2 on oil radiator hose, Comply by August 31, 1951. Ryan Navion "F" 51-19-B on ducting in the carburetor air induction system. Check with your local A&E for details.

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#### POSITIONS AVAILABLE

Mr. Truman Miller, President Serv-Air Aviation Corp., Kinston Air Base, Kinston, N. C., informs us that there are still openings for employment for good qualified men. He can use some qualified pilots, A&E Mechanics, but specifically needs Control Tower Operators, Clerks and Stock room personnel familiar with Air Force Procurement and Records Keeping, also aircraft specialist such as mechanics, metal workers, hydraulic men, and radio technicians. If you are interested you can write to the above address and get further information.

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#### HAZARDS IN USING AUTOMOTIVE GASOLINE

We are quoting here, as a warning for all airmen and aircraft owners, material from a Pennsylvania Aeronautics Commission Aviation Release.

"Several definite and serious safety hazards may be encountered when automotive gasoline is used in aviation engines; namely Vapor Lock, Gum Formation, Detonation, and Pre-ignition. Any one of these hazards can result in loss of power; "Pre-ignition" may seriously damage the engine in a very short time. Aviation gasoline is made to very rigid government specifications and its quality is the same the year round, while the quality of automotive gasoline is not similarly regulated and its quality is generally varied with the seasons of the year to give best performance in automotive equipment."

"In brief, aviation fuels require much more stringent control in their manufacture, handling, and distribution in order to impart uniform and favorable properties that are necessary for safety in flight. Any small difference in price that may be saved by using automotive fuel may be costly in life and equipment in case of accident."

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#### HUMOR

A Japanese traveler entered United Air Lines' Chicago ticket office and politely asked the fare to Yokohama. Mary Taylor, in the international travel department, informed him that the round-trip rate was \$1,461.83.

"Extremely high price," said the Japanese, obviously astounded.

"Japan is very far away," he was reminded.

"I do not wish to go to Japan, please. I want to go to Yokohama."

"Yokohama?" repeated the bewildered agent.

"Yes, please, Tulsa, Yokohama."

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#### AMERICAN AVIATION RELEASES

Cost of components isn't getting lower either. Norden's wartime bombsight weighed 125 lbs. and ran \$5,000 while the K-1 optical and radar sight now in use weighs nearly a ton and costs \$260,000 installed.

Project "Moby Dick," involved release of plastic balloons at Holloman AFB, N.M., to study winds at 50,000-100,000 foot altitudes is now under way. Two balloons are now being released weekly and this will reach three a day. Balloons are 50-100 feet in diameter and 130 feet long.

**SOUTH CAROLINA AERONAUTICS COMMISSION**

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