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# South Carolina



# AVIATION



## News Letter

PUBLISHED BI-MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

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No. 24

### BREAKFAST CLUB NEWS

The last meeting was held at Greenwood on Sunday, October 10th, with 25 planes and 80 persons attending. Doctor Price, president, was operating under adverse conditions inasmuch as he was suffering with laryngitis and some pinch-hitting had to be done, however, before the meeting was over "Doc" acquired sufficient strength to give about a twenty minute **spiel**. The Breakfast Clubbers were graciously entertained by the good people in Greenwood and, in addition to the regular activities, prizes were given to the lucky holders of tickets. Our sincere thanks to Mr. Peebles of Southern Airways, Homer Collum, Waymon Lanford, Billy Vincent, and others for this very enjoyable occasion.

The next meeting will be held at GREENVILLE on OCTOBER 24th, as detailed further in this newsletter.

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### TOUR

A special bulletin will be issued Monday, Oct. 18th, outlining the details of the Second Annual State Air Tour. By the time the bulletin is issued, we hope to have detailed information on the dedication ceremonies at Greenville. From information already received, it will be an extremely interesting affair. The importance of attending this tour highlighting the dedication and Breakfast Club meeting at Greenville is and has been emphasized. All concerned with the tour development have concentrated considerable effort into making this a success for your benefit and for the benefit of the state's aviation. The ultimate aim of the sponsors is to have progressively better tours from year to year such as joint-state tours and the like. It is up to you, the aviation minded people of South Carolina, as to whether we can realize this aim. Watch for the bulletin the early part of next week, and let's go!

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### FLIGHT TRAINING WILL AID LOCAL OPERATORS

Fixed-base operators who were hard-hit when the GI flight training program expired are eagerly watching proposed legislation in Washington. The Air Force has requested Congress to amend the ROTC Act of 1916 to include flight training and to authorize the AF to contract with civilian schools for the purpose. The bill, which has been discussed for several years, has already been cleared by the Bureau of the Budget and the Department of Defense. Proponents of the measure are hoping for Congressional expediency so the program can be put into effect during fiscal 1955. It is estimated that there would be between 5,800 and 6,000 students involved in the program annually.

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### FORGIVING

The airplane of today is mostly a forgiving creature. A lot of us are prone to drift into bad flying habits that are sometimes dangerous and certainly poor pilot technique. The "forgiving" airplane usually carries on until one day the limits are exceeded--WHAM! Right in the kisser. Have you been checked by a qualified

instructor lately? Those boys and gals that are "pros" at the instructing business can certainly be relied upon to assist you in getting rid of the sloppy habits and gaining or regaining good technique. Why don't you try it? You MIGHT be surprised at what you can learn in a check ride with an instructor.

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#### LIGHTENING BUG

For the edification of those not in the know, a lightning bug is one that is north bound and is shining in his south portion. Are you a lightning bug? As do other bugs, lightning bugs buzz in flight. Do you buzz? And if you do buzz; you are a lightning bug, because you are shining in the wrong place. And lightning bugs are dumb - they invite disaster by shining whereby enemies can spot and devour them. If you buzz, your enemy is the ground and any other object that inadvertently gets in the way. And your sin is not only that of endangering yourself, but the lives of others. Buzz jobs are not ALWAYS fatal, but the odds are high - just for the benefit of a momentary thrill. Think - you make people on the ground mad; you are causing damage to aviation in the eyes of the non-flying public; you are losing the respect of fellow pilots. Leave buzzing to the bugs. Stick around and be an old pilot.

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#### S. C. CITIES TO GET AIRPORT FUNDS

In the Federal allocation of funds for development of airports, South Carolina received the following: Greenville, \$40,000.00; Florence, \$5,000.00; Columbia, \$19,000.00; Spartanburg, \$12,000.00; Sumter, \$93,000.00. A new airport is being necessitated at Sumter due to the decommissioning of the present site.

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#### NAUTICAL MILE AND KNOT SYSTEM

As effected October 1st, all normal radio transmissions of speed and distance by CAA radio facilities will be in terms of knots and nautical miles with the exception of visibility which will continue to be reported in statute miles. Any speed or distance value will be converted to statute units by CAA facilities upon specific request by pilots of private or business craft. It should also be noted that surface wind velocities will also be reported in knots. Pilots of private and business craft may submit and conduct their flight plans in statute miles if they so desire, but in the use of statute miles, must so advise the CAA that it is "miles per hour", and the CAA will convert into knots for its own use. For your information, the following conversion table may be of use in posting it on a card and keeping it in the plane:

Distance in Nautical Miles - Statute Miles

1.15

Distance in Statute Miles - Nautical Miles X 1.15

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