

Ae 825  
3.A84  
V2/38

SOUTH CAROLINA

S. C. STATE LIBRARY



# AVIATION

## NEWS LETTER



- PUBLISHED BI-MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION -

VOL. II

July 1, 1952

NO. 38

### RUNWAYS SHRINK

Do you know what happens to your plane's performance on high airports? And on hot days? Many pilots do not. Nothing shows up the incompetency of the dodo or dilbert as quickly as barging around in mountainous terrain, in and out of sub-standard airstrips, on hot days. If you take off from a field where the temperature is 59 degrees F. and the barometric pressure is 29.92 inches of mercury, your plane will perform fairly close to what the book says it will do. This is known as "standard air", more commonly referred to as "sea level" performance, and is an engineering term used for "comparing varying airplane performance figures under identical conditions." Under "standard air" conditions an airplane will take off and land using a certain number of feet and will also maintain a certain rate of climb. If these two values are different, your airplane will perform differently.

Here's what happens when temperature and pressure vary from "standard". If the air is hotter, you will need more runway to get off; your rate of climb will be less; your approach will be faster; your landing roll will be longer. The same characteristics hold true if the runway is higher (lower pressure). If the temperature is higher and the pressure is lower, you will need still more runway to get off and your landing roll will be even longer. Some airports located at six and seven thousand feet elevation have been corrected to be equivalent to 10,000 feet in elevation under certain conditions and all of us know some aircraft-makes cannot leave the ground, under any conditions at that level.

Files of the CAB Safety Bureau are crammed with examples of accidents in which pilots were either not aware of, or disregarded the above simple facts. It is pretty clear then, isn't it, that the performance of your plane is reduced sometimes remarkably at either high altitudes or high temperatures? When you get the two together, watch your weight; don't turn near the ground; hold your aircraft on the ground during take-off run until positive of ample flying speed; never haul your aircraft off of high elevations during the heat and gusty air periods unless faced with an emergency--getting caught about 20 feet off the runway, hanging on the prop with minimum airspeed, and then having a gust let off has a peculiar habit of always ending bad. Be wary of obstructions, no matter how far off they seem, and ask advice of local fliers. SIT IN THE SHADE AND FLY ANOTHER DAY.

\*\*\*\*\*

"When you give it the gun in  
the hot summer sun,  
Every safe pilot knows that  
the runway will shrink.  
So make sure that the runway's  
as long as the run,  
Or you'll soon find the fence  
haint as far as you think."

\*\*\*\*\*

### HAVE YOU LOOKED LATELY????

Frequently used aircraft, especially fabric and those "tied-down" outdoors, are subject to sever damage by birds and small animals. Birds have been known to build a nest in the engine compartment in one day's time, restricting the air passages and causing overheating, fire hazards, and engine failures. Mice and squirrels make nests in the aircraft. They chew rib stitching and wooden spars, leave thick matted nest, cause metal and cable corrosion. Check your aircraft often. Remember, preventive maintenance will extend the useable time of your aircraft between overhauls.

\*\*\*\*\*

THIS AND THAT

There have been several reports made to this office, and the office of CAA, regarding low flying aircraft over Ft. Jackson (Columbia) area. This is a danger area well marked on your charts. This area is being used for mortar ranges and other military uses in training recruits in the uses of military weapons of all sizes . . . Lamar, S. C. now has a landing strip 5000' x 100' situated right next to the city. This strip has been deeded to the city. . . . Hawthorne Flying Service, Charleston, has become an active member of the National Air Taxi Conference, which means that passengers arriving in Charleston may use this service to complete their trip to any other town not served by airline service. . . . We are also informed that Johnny Hawkins, Manager, Hawthorne, is going all out to provide a complete CAA approved aircraft repair station. . . . Bob Nance, Dixie Aviation Instrument school graduate, reported June 16, to Atlanta, to fly for Southern Airways as co-pilot on their air-line. . . . John Cain, President of the Columbia Aero Club, informed us that the Columbia Club will not meet during the summer months but will start again on regular schedule in September. . . . There have been a couple of aircraft duster accidents in the State in the last few weeks, and one pilot reports that his being here today is due to the fact that his ship was equipped with shoulder harness. . . . THE NEXT MEETING OF THE BREAKFAST CLUB WILL BE HELD IN SUMTER, SUNDAY, JUNE 29.

\*\*\*\*\*

GAS TAX GOING-GOING-GONE

We want to keep you gas tax conscious! Midnight, June 30, marks the departure of the S. C. aviation gasoline tax for a trial period of one (1) year. As we have told you several times, this means a saving TO YOU of approximately six (6) cents a gallon. Let's keep this tax off - - the only way that it can be done is by the cooperation of everyone interested in aviation in this State to help sell and use gasoline. This will be our one opportunity to make this tax relief permanent. So, let's sell aviation and gasoline.

\*\*\*\*\*

AFTERNOON THUNDERSHOWERS

A word to the wise should be sufficient, and this is probably old stuff to a lot of readers, but we feel if we can save some pilots by a word of warning then our efforts have not been in vain. These summer afternoon thunderstorms can really give you severe trouble. The weather bureau can always tell you that there will be scattered thundershowers, but, DO YOU STAY OUT OF THAT AREA? You can usually fly around these showers but there are times when you cannot. When you see this long line of thunderstorms, exercise that well-known 180 degree instrument turn and land at the nearest airport. You might think that you can keep flying around these storms, but the first thing you know, you are right in the middle of all of them and cannot make that famous 180 turn. Not only are these turbulent storms hard on the aircraft, they are also mighty hard on the pilot (nerves). Don't take a chance - fly safe.

\*\*\*\*\*

CAUTION !

We want to caution all pilots flying during the weekend of July 4. Remember your Civil Air Regulations regarding flying over crowds and restricted areas. In addition to the Federal regulations, there is a regulation in S. C. against landing on beaches in this State which have not been officially designated as landing areas by this Commission. HAVE FUN . . . . FLY SAFELY. . . .

\*\*\*\*\*

HUMOR

DID YOU KNOW . . . an old hen sat on an ax trying to hatchet.  
. . . the new 1952 swim suits are guaranteed see-worthy.  
. . . an egotist is a guy who thinks he's smarter than you - but you know he isn't. (Parts Pups)

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

