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# South Carolina



# AVIATION



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## BREAKFAST CLUB NEWS

The last meeting of the Breakfast Club was held at the Isle of Palms Airstrip on Sunday, June 20, 1954. The host for this meeting was the Isle of Palms Exchange Club, who furnished transportation to the breakfast site. There were approximately 25 aircraft landed at the strip, bringing in approximately 80 people. A large number of persons that flew in were school teachers that were attending the Aviation Education Workshop at the University of South Carolina. A part of their scheduled program was to participate in an aerial flight to one of the Breakfast Club meetings and to see first-hand the private pilots flying their own aircraft and enjoying the festivities of the Breakfast Club. "Doc" Price was in his usual form.

During the meeting, a motion was submitted for consideration, that during the summer months the time of the Breakfast Club meetings be changed back thirty minutes, in order that we can depart the Breakfast Club meeting location prior to noon. By a majority vote, the group decided to adopt the schedule below on an experimental basis for the summer months. Please note the following changes:

Land - 9:00 A. M.                      Breakfast - 9:50 A. M.                      Adjourn - 10:50 A. M.

The next meeting of the Breakfast Club will be at Hartsville, S. C., on Sunday, July 4, 1954. Please cooperate with us on the new time schedule.

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NEWS NOTES

George Gedra, operator, Darlington County Airport, advises that he has A. & E. service available. This service is offered by John Peoples, formerly of Pennsylvania.....Mrs. Caroline Hembel, wife of Les Hembel, Saluda, departed on Sunday, June 27, for Los Angeles, California, where she and Louise Smith of High Point, N. C. will enter the all-women's Ninety-Nine Trans-Continental Race from Los Angeles to Knoxville, Tennessee. Caroline and Louise will be flying a Beech Bonanza in this highly competitive race. Take-off time is scheduled for Saturday morning, July 3rd, and is expected to terminate on Sunday, July 4th. This race is not one in which the first to arrive wins, but each aircraft is handicapped at a certain speed. The winner's victory is determined upon the participant arriving at the finish line nearest her given handicap.....Aerial applicator activity within the state now totals 93 aircraft and 49 pilots. While there are sufficient aircraft and pilots in the state at the present time to handle agricultural needs, unless the weather breaks in the very near future, the duster pilots will have a rough season.....Anyone interested in selling a metal hangar, contact J. H. Kelly, P. O. Box 537, Charleston, S. C. Mr. Kelly prefers a large type hangar for storage other than aircraft.

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YOUR HELP NEEDED !

To a person who has never been off the ground, flying still offers an unusual number of hazards. Statistics don't mean a thing. The very first airplane ride is usually the one that formulates a lasting impression with the average layman. The first ride is a deciding factor in determining whether he is an advocate for or against flying. Why then, do so many supposedly intelligent, capable pilots

insist on taking their "first ride" passengers through unnecessary maneuvers? We agree, you can "shine" a little, but it's wrong to assume that your passenger is appreciative of your arts while he is being rattled around like a pea in a New York traffic cop's whistle. Let's encourage flying -- Not discourage it !!

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#### FACTS

Based on passenger revenues, 6 of the 10 largest passenger carriers in the United States in 1953 were airlines. These were listed by AIA in the following manner:

1. American Airlines
2. Pennsylvania Railroad
3. United Air Lines
4. Eastern Air Lines
5. TWA
6. New York Central Railroad
7. New Haven Railroad
8. Santa Fe Railroad
9. Capital Airlines
10. Northwest Airlines

For the second straight year in a row the largest single carrier in passenger transport was an airline.

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Colleges and Universities in 11 states of this country own and operate a total of 111 airplanes. Two of the schools, the University of Mississippi and the University of Illinois, are the only members of the national school system to own helicopters.

Logging about 14,000 hours in the air each year these planes perform just about every type of job familiar to utility aircraft, ranging from actual airline pilot training to aerial application on school farm lands and aerial mapping and photogrammetry. This survey conducted by AIA was to determine the type and amount of aviation education available through normal education channels.

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In 1953, CAP volunteer pilots flew 12,290 hours on search and rescue missions. The pilots and observers of the Air Force's official civilian auxiliary flew 6,505 individual sorties for the Air Rescue Service, racking up more than 60 per cent of the total hours flown by all agencies participating in 96 domestic air searches during the 12 month period.

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The 10 busiest airports in the United States in 1953 were, Chicago Midway, Miami, Los Angeles, Cleveland, Wichita, Atlanta, New York (La Guardia), Denver, Dallas and Teterboro.

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