

Ne 825
S. A84
V5/15

South Carolina

S. C. STATE LIBRARY

APR 27 1993

STATE DOCUMENTS



AVIATION

News Letter

PUBLISHED BI-WEEKLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

VOL. V.

AUGUST 1, 1955

NO. 14 15

BREAKFAST CLUB

Low ceilings lifted just in time for a successful meeting at Greenville last Sunday. The dining room of the Elks Club was almost filled to capacity with some seventy persons. Weather conditions must have prevented a goodly number from attending from North Carolina and southern parts of S. C., otherwise our hosts would have been hard put to it to have seated everyone. Our sincere thanks to everyone giving of their time and efforts in this very successful affair. Luther Johnson and K. C. Benbow, fixed-base operators of Greenville Municipal, gave prizes consisting of aviation gasoline.

The next meeting will be at Hartsville, Sunday, August 7; usual landing time of 9:30, breakfast 10:20. An excellent field with two grass strips of 2400 feet each. Watch for other traffic, circle to the left and land as directed by the wind sock. Mr. C. E. Barfield and his friends express a keen desire for all to come.

USE OF BUSINESS AIRCRAFT IN S.C.

Very recently we had the opportunity to meet Mr. Fred S. Conrad of Charleston. He is a partner with Mr. Russel, also of Charleston, in the Ruscon Construction Company, general contractors doing business all over the southeast. At the present time they employ the use of a Tri Pacer and a Bonanza in the course of business. The company has four pilots, including both Mr. Conrad and Mr. Russell. Mr. Conrad says they are soon to receive another Bonanza, making three aircraft used in the business. A lot of their business activity is now in Florida, where over four million dollars in contracts are underway by the company. Says Mr. Conrad, "We don't even have an office in Florida". Upon our expressing astonishment at this statement and asking how in the world they could conduct a \$4,000,000.00 business in Florida without an office, he said, "Very simple, we use aircraft, our office is in the aircraft, therefore we have an office that is so much more effective by being highly mobile". He added, "I don't see how modern businesses can conduct their affairs if they operate to a considerable extent over a wide area as we do without owning aircraft. Justified? You bet it's justified, and we'll soon have three executive aircraft in full time use to prove it!"

Does your business justify the use of the business aircraft? The use is gaining tremendously. Many S. C. firms are obtaining benefit from owning their own aircraft. The Ruscon Construction Company is a typical example.

DANGER AREAS

We have received complaints in the office from authorities at Fort Jackson that low flying aircraft have recently been observed over artillery and mortar ranges during firing practices. Now, this danger area is clearly marked on air navigational charts, and if a pilot is on the alert there is no excuse for such a situation. Can't think of any reason why a fellow would lay himself open to be smacked by a mortar shell in peacetime unless he's just plain fat, dumb, and happy. So remember, a danger area marked on a chart means exactly that -

DANGER!

ANDERSON CAA COMMUNICATIONS STATION TO REMAIN

In the June 15th Newsletter you were informed that the CAA proposed the discontinuance of 30 communications stations in the U. S. Among them was Anderson, S. C. We are indeed gratified to inform you now,

that, through the efforts of aviation interests in the state, as jointly effected with the citizens of Anderson and our Congressional Representatives, provisions have been made whereby the Anderson station is to remain active. The original proposal by the CAA was made in the name of economy, but we fail to see where such economy is justified at a sacrifice to safety of air travel.

AIRCRAFT DAMAGE

Chances are you've never heard of this, but it's worth mentioning - an ounce of prevention and all that sort of thing. Take "sweep-out" day in the hangar. All the airplanes are packed on the ramp around the hangar, sorta jammed up together affair. It's a hot day, cloudless. The sun's rays begin to reflect from the metal surface of one of the planes, say an aileron, and are deflected onto the fabric surface of a close-by craft. Suddenly, blueey! A burst of flame and there's one less airplane around, maybe more if there's a spread.

It's happened - a good many times - USE CARE!

SPEED LIMIT - 180 MPH - FOR HIGH DENSITY AREA

Don't know if you'll have to look in your rear-view mirror for a cop clocking your speed, but the new provisions in Washington, D. C. High Density Area is just that, 180 mph, and will remain so until November 24, 1955. All provisions for the Zone are:

1. All aircraft must have two-way radio, establish and maintain continuous contact with the Washington National Tower before entering or leaving Zone.
2. Prohibits operations under VFR conditions, unless visibility is at least one mile.
3. Limits aircraft speed to 180 mph.
4. All airspace under 700 feet south of E-W line through Washington radio range at Fort Foote is exempt.
5. An area within 2 mile radius of Bailey's Crossroads Airport is also exempt.

50,000 FEET IN LIGHT PLANE!!!!???

That's what it says - you read it right. A guy on the West Coast who is a sail-plane enthusiast will attempt to take a Cessna 180 up to that altitude late next winter. The plan is to take the oxygen-equipped job up to 25,000 feet over the Sierra Nevada mountains and then ride a standing wave to 50,000 feet. Could be. If he makes it we'll let you know. If not, it won't be news anyhow.

HOW THE FLIES FLY

Read a story about a flight instructor being confined to his bed with illness for a few days up in Missouri. Thirsting for knowledge in advanced aerodynamics, it says, but we suspect because of want of better things to do, he had the screens removed from his room and began to study the flying antics of the flies. Now, there are two possible ways for a fly to light on the ceiling - by a half-roll or by a half-loop. How do the flies do it? That's what our boy wanted to find out. His report: "The fly, unlike some pilots I know, has a healthy respect for the laws of physics and areodynamics. If the fly is flying at a relatively high rate of speed, he will land out of a half-roll in order to prevent excessive loads on his wings. A half-loop landing at high speed would result in excessive stresses on the fly's wings and possible structural failure if the ultimate load factor was exceeded." So much for the fly.

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. 67