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AVIATION

News Letter

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No. 14

THE "LIMP" BLIMP

The Goodyear Blimp "Ranger" arrived in Columbia on Wednesday afternoon, April 29th, enroute to Akron, Ohio. It was quite an interesting sight to see the "lighter than air" machine maneuvering around the Owens Field airport while the ground crew readied the mooring mast. This unusual air device attracted hundreds of persons to watch the landing and the mooring of the blimp. Thursday morning the crew was alerted that a line squall was due to pass through at approximately 12 o'clock. This writer had a grandstand seat to watch the blimp "ride out the blow". The situation was well in hand when the squall passed through until the wind velocity exceeded 50 knots and sudden violent wind shifts threatened serious damage to the blimp. The "Skipper" in charge of the blimp, Captain V.L. Smith, a veteran blimp driver of approximately 17,000 hours, decided to release the rip panel, a device located in the top of the ballon for quick release of the helium, the results being that the good blimp, "Ranger", became a limp mass on the ground. The exact amount of damage has not yet been derived. The original cost of this blimp and all equipment was approximately \$100,000.

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BREAKFAST CLUB NEWS

The bi-weekly meeting of the B.C. was held Sunday, 26th, at Lake City with a good turnout present. "Doc" Price was, as usual, in his rare form in conducting the meeting. This meeting adjourned at 11:20 (which is very rare when "Doc" gets wound up) to meet in Rock Hill on Sunday, May 10th. Among the many guests present was Mr. Leighton Collins, editor of the very famous aviation magazine, "Air Facts".

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EASTERN AIR LINES CELEBRATES 25th ANNIVERSARY

Fifty years ago this year, Orville Wright made the first powered flight. The effects of the industry which grew from his success have been far reaching in our country and throughout the entire world. Civilization changed its pace to adapt to the new speeds.

Twenty-five years ago Eastern Air Lines flew the first flight carrying U.S. Mail over the "eastern route" from New York to Atlanta. The activities of the company which developed from that venture have deeply affected life in S.C. and our entire country.

Compressed into Eastern's history is the entire span of powered flights - from the earliest attempts to carry passengers and mail in single-engined, frail aircraft to our present comprehensive system, powered by the most modern airliners.

To commemorate this anniversary, Eastern is flying the same route from Atlanta to N.Y. with the same type aircraft that made the original flight, which was a Pitcairn Mail Wing, with Captain Eugene R. Brown, the oldest pilot in seniority with the airline, who made this same run May 1, 1928. This route includes stops at Spartanburg, Greensboro, Richmond, Washington, Philadelphia and New York. The elapsed time was 11 hours carrying a payload of 448 lbs. of mail at a top speed of 100 MPH. Today, Eastern with their Constellations make the same run in 2:50 min. at a speed of 330 miles per hour. This is a typical example of how far and fast the aviation industry has expanded within the short period of 25 years.

FLYING THRILL NOT RESTRICTED TO YOUTH

Ed Marshall, the flying insurance executive, submitted this amusing story that emphasizes the fact that flying creates a thrill even for the older folks. Here's the story:

"Don't you believe it when someone says that romance is gone from flying.

"Late one evening recently, we stood on the apron with a group of other pilots at the Brunswick, Georgia, Airport and watched Edward J. Gayner, III, popular president of Brunswick Pulp and Paper Company take a Vagabond around the field alone for the first time in his life

"With a son in the Air Force and a married daughter, "Ed" Gayner considered himself to be somewhat out of the younger class. His comment after the flight was 'With the exception of getting married and the news of the birth of my son, this is the biggest thrill of my life.'

"For a man with such a background of travel, hunting and fishing that is a gold-plated plug for the fun of flying," said Sam Baker, hi instructor and genial operator of Bakers Flying Service at Brunswick. "That is the kind of pilot I like to see solo." Mr. Gayner did not confine his enthusiasm just to talking. Next day he took delivery on a smart, new, 4-place flying machine."

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A SHORT LESSON IN AERODYNAMICS

We are all acquainted with the expression "stall spin accident". Many recall reading reports in which the "witnesses observed the aircraft enter a steep turn to the left, and shortly thereafter plunge to the ground" appeared. Now, how many of us actually stop to analyze the possible reasons for this unfortunate occurrence? A brief review of the load factors involved and their reaction upon the aircraft would undoubtedly reveal the answer.

For instance, a 60 degree bank increases the stalling speed of an aircraft by 40%; an overload of 25% increases the stalling speed by 12 %; and a "pull-up" of only 2 G's increases the stalling speed by 40 %.

Now, let's translate these percentages into actual air speed readings. If an aircraft with a stalling speed of 40 MPH enters a 60 degree bank, it will stall while this altitude at 56 MPH, or 16 MPH above normal. The same holds true with a 2 "G" pull-up. If a 25% overload is carried, a stall occurs at 45 MPH. When a 2 "G" pull-up is combined with a 25% overload (less than 100 pounds in many small aircraft), its stalling speed increases to 68 MPH or 28 MPH above normal. If a 2 "G" pull is combined with a 60 degree bank, the aircraft will stall between 72 and 78 MPH, and if all the above circumstances are combined, the stalling speed increases to 85 MPH, which in many cases is above the cruising air speed of most small aircraft.

Remember these figures the next time you make an abrupt pull-up, decide to carry that extra luggage and gas, or enter a steep turn close to the ground.

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