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SOUTH CAROLINA



# AVIATION

## NEWS LETTER

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May 15, 1950

### THUNDERSTORMS

Many, many thousands of words have been written and spoken on the subject of thunderstorms and the hazards they present to the aircraft and pilots. Now that the season is rapidly approaching where increasing thunderstorm activity will be experienced; we believe it is timely to discuss this subject still further and to a limited extent.

Despite all that has been said and written regarding thunderstorms, they (thunderstorms) continue to take their seasonable toll in pilots and aircraft. We sincerely feel that this attrition is wholly unwarranted and can be completely cut off if the pilot and airport attendants will follow a few simple common sense rules and precautions. The records will show that contrary to general belief, it is not the so-called inexperienced pilot in many cases that is involved in aircraft accidents wherein thunderstorm activity is a contributing factor. The inexperienced pilot has a misplaced fear of thunderstorms and will fortunately avoid them completely thereby staying out of trouble whereas in many cases the experienced pilot will take a chance with thunderstorms.

Flight and Ground School Instructors and more experienced pilots should cover this matter thoroughly with students and less experienced pilots. Space will not allow us to make a comprehensive discussion of this subject, henceforth, we are preparing an article which will be mailed to you at a later date. (O.L.A.)

### AMERICAN FLAG AIR CARRIERS ACHIEVE WORLD SAFETY AND AIR LIFT RECORD

The Civil Aeronautics Board announced April 28, that during the past two years United States scheduled international air carriers achieved a world safety record and a world air lift record.

The Board revealed that U. S. flag airlines operating internationally in scheduled service for the two-year period ending April 14, 1950, had transported nearly three million passengers throughout the world without a single passenger fatality. The Board reported that this was also the largest number of passengers ever carried in a two-year period by the airlines of any nation in international commercial air transport history. To achieve this world air safety and air lift record, American flag carriers flew some four billion passenger-miles, the Board said.

At the present time American air carriers are certificated by the Board to operate 203,678 route miles internationally, and to serve 239 foreign points on all the continents of the world.

### AIR AGE EDUCATION

An aviation workshop for primary and secondary teachers has been planned for June 22nd, at the regular summer school session of the University of South Carolina under the sponsorship of the S. C. Aeronautics Commission.

Tentative plans, which would emphasize air age education, call for a full day of activities during which the teacher-students would hear lectures on instrument landing systems, aerial advertising, agricultural aspects of aviation, air safety, and parachutes. An actual demonstration of crop dusting and spraying is also planned during the afternoon session when the class will adjourn to Capitol Airport to inspect the control tower, communications station and weather station. Several types of military aircraft will be made available for public inspection by the S. C. Air National Guard and the Army Air Forces. It is anticipated that current models of civilian aircraft can be obtained for inspection and if possible each of those attending will be given a flight from Capitol Airport.

## AIRPORT MAINTENANCE PROGRESS

The battle against weeds and grass is on in full blast..... During the last couple of weeks, the Aeronautics Commission's mobile maintenance crews have mowed the following airports: Sumter, Lake City, Hartsville, Bishopville, Camden, Kershaw, Lancaster, Girder field, Rock Hill, Greenville Municipal, Charleston Municipal, Werts, Van Clark, Trenton, Bradley, Gantt and Overton. New boundary markers were installed at Rock Hill and York and those at Orangeburg, Batesburg-Leesville, Sumter, Andrews were either repainted, repaired or both. Maintenance is continuous at Anderson, Spartanburg, Barnwell, Aiken, Florence, Bennettsville, Darlington, Crescent Beach, Georgetown and Walterboro where the Commission has permanently based crews. Somehow, in between all this activity, time was found to assist in preparing an area around the new administration building at Greenwood's Coronaca airport.

### VAPOR TRAILS

Watson Eaddy, presently a Johnsonville banker, watched incoming aircraft at the Andrews Breakfast Club meeting on April 20th with an unmistakable gleam in his eye. His long career as pilot and instructor is beckoning and our guess is that he won't stay on the ground for long.....Dr. C. E. Williamson, North, calls his engineering feat an "arrowhead hangar" - says it is less expensive than ordinary "T" hangars, it is exceptionally rigid and unusual in that the trusses lie flat and form an arrowhead under a semi flat roof..... if you're interested, drop in at North and see him about it... you shouldn't have too much difficulty in finding it as it is located a few hundred feet west of one of the largest strips along the Atlantic Coast.... ten thousand feet long and five hundred feet wide - paved. Bill Coxe, Greenville, and Bob Jackson, CAA Columbia, each with a Savannah section map kept Claude Rinehardt on course from Columbia to Andrews and Claude, with no map, rubbed out their lines with his tailwheel. "Boss" Longeway, also CAA, showed a complete lack of interest toward navigation by napping most of the way back home. Harry Shackelford, Columbia, and Neeley Thompson, Charleston, walked away with top prizes in Birley Kittrell's bomb dropping contest at Columbia's Owens Field on the 7th. Harry had two bombs in close for 1st prize and Neeley had one bomb only a few inches away for second place. Doc. Bill Price, Charleston, (Age, ancient) and E. F. Markwood, 3rd, (age 9) representing oldest and youngest participants, their bombs barely hitting the airport. Jimmy Price, Dot Shackelford, Gus Rainey, and a host of Columbia flyers met friends and enjoyed the contests.... The Charleston News and Courier ran a feature story on M. B. Huggins, Timmons-ville, on the 7th. Their "W. D. W" did a good job of telling their readers what people in aviation already know - that pioneers like "M.B." made it possible for American youth to take to the air to gain victory in World War II. Surprise of the month.....having lunch at Charleston's new terminal building and finding the food exceptionally tasty and at a price a poor pilot can afford. As usual Charleston doesn't conform to usual patterns and this time its all in their favor....J. D. Scarborough and associates of Moncks Corner are planning to construct one or more hangars and operate usual service for local and itinerate pilots. We pledge our support in this worthy endeavor and with the enthusiasm developed by these fellows you can be assured of hearing more from them in the future. Billy Lynam, Sumter, finally grew a beard for the Iris Festival which raises the question... Did Billy start late or was that the best he could do? Enthusiasm for the Air Forces shown at Shaw field on the 20th is running high...If good weather prevails there might be several hundred civilian aircraft flown to Shaw field on that date from throughout the state. Here's a quote from the Idaho "Rudder Flutter" with thanks to Ken Buzzell.

He drained the oil and put in some new,  
and then forgot to tighten the screw.

The oil seeped out, the engine did fail;  
They're hunting him now on the old mountain trail.

**SOUTH CAROLINA AERONAUTICS COMMISSION**

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