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SOUTH CAROLINA

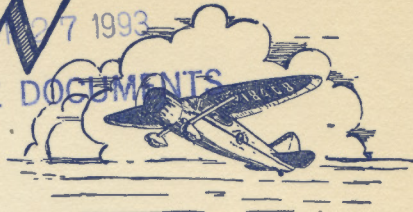
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# AVIATION NEWS LETTER



~~PUBLISHED BI MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION -~~  
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## SALE OF AVIATION GASOLINE RESTRICTED

On May 4, 1952, the Petroleum Administration for Defense, Department of Interior, released Order #6 which became effective May 6, 1952. This order limits the sale of aviation gas - all octane - for a 28 day period for all aircraft users to 65% of amount their records indicate they used during March, 1952. Sale of gas for strictly pleasure or sport flying prohibited. All other flying including air carrier, fixed base, charter, training, maintenance of proficiency, agricultural, industrial, health and Government (State), permitted, subject to 65% quota. CAA interpretation of Order would permit fixed base operators to lease aircraft for pleasure and sport flying, if necessary to maintain the former's business -- maintenance of proficiency, of course, applies to all types of airmen.

The program is self-policing. The user of gasoline is required to provide dealer with signed certificate as follows:

"DELIVERY CERTIFIED AS IN CONFORMITY WITH PAD ORDER #6 - Signed: Joe Doakes."

Persons affected by the Order may ask PAD for adjustment or exceptions on the ground that it "works undue or exceptional hardship on him", or that "its application would not be in the interest of national defense of the public interest". Request for exemptions should be addressed to: REFINING DIVISION, PETROLEUM ADMINISTRATION FOR DEFENSE, DEPARTMENT OF INTERIOR, WASHINGTON 25, D. C.

Radio and newspaper reports released May 4 and 5 to the effect that all private flying would be prohibited were incorrect, although strict rationing and drastic curtailment of all flying will be necessary unless strike of petroleum workers is quickly settled.

CAA towers are cooperating in giving information, upon request, as to whether or not gas is available on their respective airports so that transient pilots can plot their line of flight accordingly.

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## THIS AND THAT

The Caribbean Air Cruise left Saturday, May 3rd, with a total number of 17 planes making the flight. They are due to return Monday, May 12th. The only information we have received is that no planes are lost yet . . . . The B. C. met Sunday the 4th in Rock Hill to help start the week of Centennial Celebration of the City. "Doc" Price was the only pilot present who could describe the City as it looked 100 years ago. (That's a joke - suh ! ) . . . . The South seems to be rising again and this time it is against the new Phonetic Alphabet released by ICAO, that is, A-Alpha, B-Bravo, etc. The main objection is the letter "Y" which stands for "Yankee". Everybody in the South knows that Yankee doesn't start with "Y", it starts with "D". . . . It appears that Charleston Municipal Airport (the City Fathers, that is) has finally worked out plans for the Air Force to take over the field. . . . Myrtle Beach is still negotiating with the Air Force about their field. . . . Crescent Beach strip will be opened May 15th with P. R. Witcher, Georgetown, operating the field. . . . The Airport Committee (the boys from Delta and Eastern Air Lines, CAA, Aircraft Sales & Service, and "Monk" Shand, Airport Manager) at Columbia Airport had a real Southern "get-together" Wednesday night at the airport, which included bar-b-que with all the "stuff" that goes with it. They even let the boys from the Commission come over! . . . The next meeting of the Breakfast Club is scheduled for Anderson, Sunday, May 18th, weather and "gas" permitting. . . . It's getting that time of year to be doubly careful about checking weather on long flights. These afternoon thunderstorms are rugged. . . . The Columbia Aero Club is giving a "BIG" dance, Thursday night, May 15th, at the Jefferson Hotel.

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## PARADOX

It's a funny thing, but internationally speaking, oil seems to cause a lot of friction. . . . HY SHERIDAN.

WHY USE A FLIGHT PLAN ??

There must be some good reason for not using flight plans. I have tried to figure out why and as yet cannot find one good solid reason for not using this service provided by CAA. There is no trouble as far as effort or time is concerned. There are three (3) methods by which you can file: by writing out the flight plan in the CAA communications office; by telephone; by radio while in flight. It takes a maximum of three (3) minutes to complete the entire procedure. The pilot can radio, if in flight, to the nearest CAA station and just say "I want to file a flight plan". The CAA will do the rest. All you have to do is give them the information that they ask for. This flight plan is better than any insurance policy you can ever buy. It is regrettable that pilots have to lose their lives in order for us to realize the value and necessity of making aviation safe by using all the facilities that are at hand. The most recent tragedy, of which perhaps you are all familiar, is the loss of the Stinson airplane that departed Lima, Ohio, to return to Florida. This trip was to include stops at either Asheville, Greenville or Augusta (nobody seems to know for sure). The plane was missing for almost a week before an inquiry was started, and a search and rescue operation commenced from the inquiry. The C.A.P., Air Force, and other organizations spent three (3) days searching the area around Asheville, and at the end of that time, after thousands of gallons of gas were used and many man hours, the search was abandoned. The result is "THE PILOT IS STILL MISSING." The moral of this story is, if a flight plan had been used and the pilot did not report in within a reasonable time, a search would have started within a few hours, instead of about ten (10) days later. SO, let's be safe and practical and FILE THAT FLIGHT PLAN.

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MORE WAYS THAN ONE TO SHAKE A TREE

Shaking figs from trees in about 1,000 acres of orchards was the unaccustomed duty of some helicopters in Fresno, Cal. recently. Robert W. Warner, the director of the California Fig Institute Research Laboratory, has reported that due to farm labor shortage, the novel suggestion to employ helicopters was acted upon, and that the rotary-wing craft was indeed responsible for the gathering in of a good sized portion of this year's fig harvest. "One definite advantage in the adoption of the new method is that the wind blast from the copters leaves no bruises on the tree branches." What next?

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WHETHER OR NOT !

Recent accidents tend to confirm the CAB's contention that pilots are adopting as their own weather minimums the legal minimums set by CAR. This can be non-habit forming. Remember . . . CAR legal limits have been set at what is considered the VERY MINIMUM for an experienced pilot to attempt to fly VFR in territory with which he is VERY FAMILIAR.

Less experienced pilots, or those flying in unfamiliar territory, should set their minimums in keeping with their own skill and familiarity with the area. Those brief periods of . . . "Oh, I can fly for a little while on instruments," can be long . . . often ETERNITY.

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PILOT'S PROVERBS

AS A POSTAGE STAMP WHICH LACKETH GLUE, SO ARE THE WORDS OF CAUTION TO A FOOL. THEY STICK NOT, GOING IN ONE EAR AND OUT THE OTHER, FOR THERE IS NAUGHT BETWEEN TO STOPETH THEM. (How true, how true)

SOUTH CAROLINA AERONAUTICS COMMISSION

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