

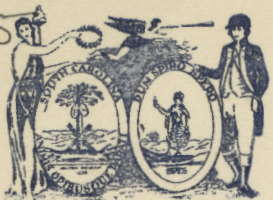
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AVIATION NEWS LETTER



- PUBLISHED BI-MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION -

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NEWSLETTER INFORMATION CARDS

Attached to the last issue of the Newsletter was a self-addressed card to be returned to the Aeronautics Commission if you wanted the Newsletter to continue being sent to you. As of today, only one third of the mailing list has returned these cards. This is a reminder to those who did not return the cards. Effective December 1, if your card has not been returned, we will remove your name from the mailing list. If you have lost the card, send your name and address on a new card and we will continue to send the letter. The purpose of mailing out these cards was to correct a mailing list to date and remove names of those who did not want the letters to continue. Just mail the cards to THE S. C. AERONAUTICS COMMISSION, P.O. BOX 1176, COLUMBIA, S. C.

NOTICE

According to a letter received from Mr. Lewis Crawford, owner of the strip at Joanna, S. C., his strip is closed to all aircraft until further notice. There is a 220 volt power line running directly across the center of the runway. He advises that the strip will be re-opened as soon as possible.

THIS AND THAT

The Breakfast Club had a big turn-out at Lake City. Approximately 75 persons and 30 airplanes were present. The breakfast at the Mayflower was one of the best I have ever eaten. The service was excellent, as Forrest Longeway of Columbia, Dr. Pilcher (regular attender) from Louisville, Ga., and yours truly provided the additional help in serving the tables.....among those attending were Councilman Rufus Gosnell, Spartanburg, and his brother, Dillard Gosnell, Spartanburg. Incidentally, Rufus is past State Commander of the V.F.W.....Speaking of the V.F.W., Bruce Campbell, pilot for the National Commander of the V.F.W., was in Laurens (his home town) due to the illness of his father. We are always glad to see Bruce in South Carolina.....Piedmont Airlines has discontinued Airline service into Myrtle Beach for the winter only.....Col. Elliott Springs, Wing Commander of C.A.P. held a staff meeting in Camden last Sunday.....The following members of the S. C. Wing of C.A.P. were visitors to the N.C. Wing, SARCAP Mission held at Albemarle, N.C., during the weekend of October 13-14: Lt. W. D. Anderson, Florence, S/M T. C. Nettles, Florence, The following were from the Lancaster Flight: Lt. Marion Beckham, Lt. Donald Rhodes, and W/O Oliver A. Rice.

SOUTH CAROLINA TO GET NEW TYPE SERVICE

Eastern Air Lines, serving South Carolina, is replacing its present fleet of DC-3's with larger, faster twin-engine "Silver Falcons." Seven of the new transports will be delivered to Eastern Air Lines before November 21, for pilot and ground service training. The new planes are 40 passenger airliners, carrying nearly twice the number of passengers the DC-3's could accommodate. They have a speed 100 miles faster than the DC-3, and are designed so that the present power plants can be replaced by jet-type turbines when these engines are available for commercial use. These transports were built for Eastern by the Glenn L. Martin Company.

REMINDER

AIRMAN IDENTIFICATION CARDS BECOME EFFECTIVE DECEMBER 15th.

THE NEXT MEETING OF THE BREAKFAST CLUB WILL BE HELD IN GREENWOOD, SUNDAY, NOV. 25th.

"CARBURETOR ICE HAS COOLED OFF MANY A HOT PILOT"--SO USE THE HEAT!

AVIATION HISTORY

This is a true story of how a California-built fighter plane actually intercepted and destroyed an approaching bomber made completely invisible by darkness--in the nation's first real test of its coastal defense network.

It was early morning one day last winter. Five miles above the Gulf of Mexico a lone four-engine bomber banked sharply north and droned steadily toward the American mainland. Somewhere along the lonely Gulf coast a sentry rubbed his eyes, weary from staring into a green-glowing radar screen, and watched intently as a fair blob of light on the scope wavered and grew steadily brighter. Without looking up, he clicked on a transmitter switch and reached for the phone.

At Eglin Air Force Base near Tallahassee, pilots scrambled for their planes, and within minutes sleek jet fighters were roaring out to sea in a steep climb. Pilot Ralph Williams, flying in one jet with a special hood that cut off his vision at his plastic canopy, adjusted his headphones as a ground station voice crackled: "Ground Control Intercept to fighters. Climb to 30,000. Target bearing 255 from your position."

Flying on instruments, he swung the plane to his target course. In the rear cockpit, radar operator George West snapped switches and leaned over his scope. Again the radio voice: "GCI to fighters. Change course to 262 and climb to 33,000. Target will be in your radar range in six minutes." West stared into his scope as a tiny jog appeared in the straight line of light across its face. "It's our boy!" He turned knobs and made adjustments until the "blip" of light stood tall and clear in the center of the line. "Okay, turn your target scope on now."

Williams looked at his own radar, showing a bright green bull's-eye with a smaller dot of light swinging across it. That little dot was the bomber, somewhere ahead but invisible except through the electronic "eye". Williams guided the plane slowly around until the dot stood in the center of the bull's-eye. He held the target in the circle and watched until he knew they were in gun range. He pushed a button and fired a long blast from his four machine guns and pulled his plane up in a screaming climb to miss the bomber he couldn't see but knew was in front of him.

The bomber rolled and staggered with hits in several spots. The fighter banked sharply and roared in for two more bursts. Flames shot from the bomber's left inboard engine, and the big plane spiraled out of control, exploded, and crashed into the ocean--miles short of the shoreline it had aimed to cross.

The bomber was a radio-controlled American B-17, flying without crew. The fighter was a Lockheed F-94, first plane in history to intercept and destroy a bomber its pilot couldn't see. The whole incident was a test, with the pilot handling takeoff, interception, and landing by instruments in a blacked-out cockpit. But the experiment proved that the F-94 can accomplish the mission it was built for--protection of the continental United States against invading enemy bombers--in full vision or in utter darkness or zero-zero weather.

(From Lockheed Stockholder's Newsletter.)

HAVE YOU RETURNED THE RENEWAL CARD FROM THE LAST ISSUE OF "NEWSLETTER"?

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