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# AVIATION



## News Letter

PUBLISHED BI-WEEKLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

VCL. V.

November 15, 1955

No. 2122

### BREAKFAST CLUB

The South Carolina Air National Guard, Congaree Air Base, was host to the Club at their regular meeting, Sunday, November 6th. Fifty-five aircraft and 170 visitors were present for a very warm reception by Colonel B. B. McEntire and other personnel of the Guard. Several were in attendance from North Carolina and Georgia. This visit coincided with regular drill exercises of the Air Guard and the Clubbers were treated to a spectacular display of jet flying and maneuvers of an unclassified nature. The hangars were open for inspection and static displays of the F-80 jets received much attention.

Mr. John Coffey, President of the North Carolina Aero Club, was present and extended an invitation for the flyers of this state to participate in joint meetings and trips. Plans are under way for a joint meeting in North Carolina in December. Details in the next Newsletter. The North Carolina Air Tour to Florida will come up again in April and you will be advised of schedules, approximate costs, programs, etc., of this tour. From what we've learned, this is one of the best and finest air tours in the southeast. Several planes from South Carolina joined the trip last year and those going along are still talking about it. We've a feeling a lot of you will be on this next tour.

The next meeting - SUNDAY, NOVEMBER 20, DARLINGTON. George Gedra, operator at Darlington, extends a most cordial welcome. Darlington Municipal Airport is located eleven miles north of Darlington. It has 5,000 ft. paved runways - no tower, just circle the field to the left and land as directed by the tee. Land at 9:30; breakfast at 10:20.

Attendance at recent Breakfast Club gatherings has been very gratifying. It shows that a lot of people in this state are intensely interested in aviation. Those of you having your own aircraft - may we suggest you look around your community and bring the interested, particularly those persons who are learning to fly. They are the future of civil aviation. How about bringing some teenagers? How they would love to go to Breakfast Club meetings!! Give it some thought!

### ATTENTION AIRCRAFT OWNERS

The time has arrived for re-registration of aircraft based within South Carolina for the 1956 period. 1956 registration applications have been coming in since November 1st. If you have not received a registration blank, you can obtain one from your nearest fixed-base operator, or request it from this office (S.C. Aeronautics Commission, P. O. Box 1176, Columbia, S. C.)

Last year, approximately 90% of the aircraft owners in this state registered their planes for Civil Defense. This listing of your aircraft for this purpose does not mean you are letting someone possibly use your plane in this work. It is simply a means of letting us know that you can be counted on to help out by flying your plane in case of National Emergency or disaster. If you care to render this service, you may so state on the bottom of the registration blank in space provided.

## CHARLESTON MUNICIPAL AIRPORT

The Charleston City Council has approved deeding the Municipal Airport to the Air Force. The City will retain 42 acres of the airport property, on which stand the terminal and other buildings. The Air Force is now studying plans for expansion of the facility such as runway extensions, etc. Of much interest to private flying is the fact that joint use by civilian aircraft will be permitted.

### NOTAMS

Dixie Aviation Company is now operating at Columbia's Capital Airport. This leaves the Aeronautics Commission as the only agency operating at Owens Field. For the convenience of those wishing to use Owens Field, the Commission will furnish service to aircraft during office hours, daily from 8 to 5, Saturdays from 8 to 12; 80 octane only.

Spartanburg VOR is scheduled to be closed around November 28th for modernization and will be back on the air approximately December 12th.

Warning - do not use the new airport at Sumter yet (5 miles north of Sumter); power lines are still across the runways. Use caution at the old airport - the new school building is located in the north-west corner.

### AIR DEFENSE IDENTIFICATION ZONES

Effective December 1, 1955, the ADIZ structure of the U. S. has been radically revised. Also, the Security Rules have been changed in considerable degree. Generally, the zone sizes have been reduced and removed from high-density traffic areas. Important is the fact that the 4,000 foot rule in the continental U. S. is eliminated. A pilot on VFR flight within or entering an ADIZ must file a DVFR (Defense Visual Flight Rules) Flight Plan and must make a position report over a geographic fix prior to entering an ADIZ, including estimated time over the next reporting point along his flight path. All aircraft operating in ADIZ must be equipped with two-way radio. There are exceptions to the above such as aircraft flying below 110 knots and 1,500 feet along with other minor variations, but generally this will hold true. You are referred to the November 1st issue of Airman's Guide for further details on this. If you fly cross-country read it - it's important.

### JET MINDED AIRLINES

Of great interest to all - the airlines are doing something about recognizing the fast jet age. The next few years will see rapid advances by the general acceptance of airline jet travel. National Airlines announces plans for 1959 delivery of six Douglas DC-8's. Eastern Air Lines is buying 20 jet transports for the New York-Miami traffic. United Air Lines is placing orders for 25 jets. Pan American has already signed contracts for buying 45 jets at a cost of \$269,000,000.00.

These jet transports will cruise in the 550-600 miles-per-hour class. A Boeing 707 jet airliner, which will come into airline service before too long, flew from Seattle, Washington to Washington, D.C. in 3 hours and 48 minutes! Average speed - 592 mph.

SOUTH CAROLINA AERONAUTICS COMMISSION

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