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# AVIATION

## News Letter

PUBLISHED BI-MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION

VOL. III

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No. 11

### AVIATION EDUCATION LEADERSHIP INSTITUTE HELD

Leaders in Education from the counties and cities of South Carolina participated, March 11, in an all-day Aviation Education Leadership Institute held at Columbia Airport and Opportunity School. The purpose of the Columbia Institute was to set forth and discuss basic understandings of aviation problems in correlation with responsibilities and opportunities in the field of aviation education. Those attending the Institute took back home focal points of aviation knowledge, and an up-to-date awareness of the impact of aviation upon our social structure.

This first state-wide Aviation Education Institute was planned more or less as a pattern for follow-up regional Aviation Education Institutes to be worked out by the Aeronautics Commission in cooperation with the State Department of Education, Delta Air Lines, Eastern Air Lines, CAA Second Regional Office, local public school superintendents, and other community leaders, and to be centered around the five major S.C. Airports in the following order: Florence, March 24; Anderson, April 7; Charleston, April 24; Greenville, (date open); and Spartanburg, May 7.

The program on March 11 was to include a flight aboard Eastern Air Lines from Columbia to Charlotte, N.C. and return with lunch being served in flight, but due to inclement weather, the flight was cancelled and the lunch was served at the Opportunity School by Eastern Air Lines personnel.

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### BREAKFAST CLUB NEWS

The next meeting of the B.C. will be held in Hartsville on Sunday, March 15, with Ennis Barfield as host. This is to be a joint meeting with the N.C. Aero Club, and it is estimated that a large group will be on hand. You are urged to attend this meeting as plans will be discussed relative to the proposed trip to Key West, Fla. which is being sponsored by the N.C. Aero Club and a special invitation has been extended to the members of the S.C. Breakfast Club. Come early and have fun and fellowship with our friends from the "North".

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### PLANS MADE FOR FLORIDA-CALIFORNIA AIR TOUR

Tentative plans are as follows for the Florida-California Air Tour:

- May 15    Rendezvous New Orleans, Louisiana. Pilots will land New Orleans Airport (on Lake Ponchartrain). Briefing for the tour will be given here prior to the evening festivities.
- May 16    Proceed A-Bar-A Ranch, Medina, Texas, about 505 miles from New Orleans. This is a famous dude ranch- more details later.
- May 17    Proceed El Paso, Texas, about 514 miles from Medina. This stop will allow the group to get acquainted with life across the border!
- May 18    Proceed Yuma, Arizona, about 507 miles from El Paso. A quiet picturesque, colorful town of the old southwest.
- May 19    Proceed Fresno, California, about 425 miles from Yuma.

The aviation enthusiasts from S.C. have been invited to join with the Florida pilots to make this interesting trip. If interested in this tour, write to Florida Aviation Supervisor, P.O. Box 930, Tallahassee, Florida for Application Blanks.

### SMALLER ?

In these days when we hear so much about the bigger and faster planes, it is quite a surprise when we hear about building them smaller. But, here 'tis. A new light plane with low stalling speed and short take-offs and landings is soon to be delivered to the Army. Professor Otto C. Koppen of Harvard University designed the single-engined craft, known as the Helioplane. The Helioplane is reported to be able to cruise safely with a full load of four persons at speeds as low as 35 miles per hour and can operate from strips only 100 yards long. It was designed after a study was made to determine the public's flying needs. Commercial version of the plane is slated to hit the market early next year. (Kentucky Newsletter)

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### FLIGHT SIMULATORS WHITTLE COST OF TRAINING MODERN COMBAT CREWS

It's more than a thousand times cheaper to give a big jet bomber's crew an hour's training in a flight simulator than it is to send them aloft for the same amount of training in the air. A typical bomber simulator can be operated for only 22.1 ¢ per hour, compared with \$242 per hour for the jet bomber's fuel, oil and lubricant alone. The tax dollar saved by these devices, which are being produced by at least four major companies, help keep the cost of maintaining America's air might at a minimum. At the same time, the simulators enable entire flight crews to be trained in many of the techniques of flying today's complicated aircraft without lifting a foot off the ground. More important, the growing use of these modern simulators releases many more combat-type aircraft for line duty, and permits the training of countless additional men. Simulators that reproduce the flight characteristics of almost all late model planes either have been built, or are being built, by U.S. Companies. At least one manufacturer is turning out separate gunnery trainers. Another has delivered a trainer that simulates not only the flying characteristics of a modern plane, but also simulates an approaching enemy aircraft. Using this device, the jet pilot of tomorrow may make his first "kill" before he ever leaves the ground.

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### HOT ITEMS !

One jet engine generates enough heat to warm 1,372 five-room houses...

Refrigeration units in a typical jet plane must be able to take a searing 600 degrees blast of air from the engine and deliver it to destination in a split second, at 20 degrees.

Plastic aircraft cockpit hoods begin to lose their shape at a speed of 800 m.p.h. at sea level. (Source - Planes)

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### HUNOR

After failing for the second time to pass her road test required for an operator's license, the tearful young woman admitted that the very thought of driving in traffic bothered her.

"Well," suggested the sympathetic officer, "why not wait a year or so and try again?"

"But I can't," sobbed the disappointed lady, "I just have to get back and forth to the air field - I'm a pilot!" (Christian Science Monitor)

SOUTH CAROLINA AERONAUTICS COMMISSION

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