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SOUTH CAROLINA

AVIATION

NEWS LETTER

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NO. 13

SOUTH CAROLINA COMPANY AWARDED FLIGHT CONTRACT

The Army Air Forces recently announced the awarding of a Basic Flight Training School contract to Mr. Bevo Howard, Hawthorne Flying Service, Charleston, South Carolina. The flight operation is at Spence Field, Moultrie, Georgia. Mr. Kenneth Brugh, Vice-President of Hawthorne Flying Service is in charge of operations. According to information received from his office, there are openings for qualified personnel such as Flight Instructors, Ground School, Mechanics, etc. Anyone so qualified who is interested in seeking employment may contact Mr. Brugh at Spence Field, Moultrie, Georgia.

NEW TERMINAL AT COLUMBIA AIRPORT TO BE DEDICATED

According to Mr. W. M. Shand, Jr., the Airport Manager of the Columbia Airport, the dedication of the new terminal building is scheduled for Sunday, April 15th. On the agenda for the day is the Breakfast Club Meeting at 10:20 that morning with the Columbia Aero Club assisting in the dedication to take place at two o'clock Sunday afternoon. There will be such distinguished speakers as Governor Byrnes, Colonel Elliot Springs, and other noted citizens of South Carolina. At present there is no definitely scheduled air show, but some aerial activities are being considered for the afternoon program.

In addition to the other events, the Fort Jackson Army Band and the Parris Island Marine Band will be present so remember the date, April 15: Dedication, two o'clock and the Breakfast Club Meeting, 10:20.

AIRMEN AND AIRCRAFT

Below is a comparative analysis of airmen and aircraft that is self-explanatory.

	1949 Actual	1950 Est.	Percent Change
Certificated Pilots	525,174	550,000	-5
Student Pilot Cert. Issued	49,575	45,000	-8
Private Pilot Cert. Issued	30,278	25,000	-17
Commercial Pilot Cert. Issued	7,123	5,030	-29
Transport Pilot Cert. Issued	1,060	800	-25
U. S. Civil Aircraft.	92,622	92,650	

CHANGES CONSIDERED FOR PRIVATE PILOT RATINGS

The Bureau of Safety Regulations of the Civil Aeronautics Board has under consideration an amendment of Part 20 of the Civil Air Regulations modifying certain requirements for applicants seeking private pilot ratings. The main changes will be a written examination of Parts 1, 43, 60 and 62, and all practical problems in cross-country flight planning, weather recognition and forecasting, pilotage, dead reckoning and general safety practices in the operation of aircraft.

(a) Each applicant for a powered aircraft rating, regardless of flying experience in spinable, nonspinnable, two-control, or three control aircraft, shall have not less than 25 hours of solo flight time and 15 hours of dual instruction by a certified flight instructor.

(b) At least 10 hours of the required solo time shall be cross-country. Each solo cross-country flight shall include a landing at a point more than 25 miles from the point of departure, and at least one flight shall include a landing at a point more than 100 miles from the point of departure.

(c) After the first solo flight, at least 5 hours of dual instruction shall be given before the first solo cross-country flight.

(d) Dual instruction in the prevention of and recovery from power-on and power-off stalls entered from all normally anticipated flight altitudes.

Aeronautical skill will be demonstrated in preflight inspection, starting, taxiing, and run-up check of aircraft before take-off; planning of cross-country flight, including weather conditions, fuel requirements, check points, ETA, alternate airport, change of course and demonstrations in proficiency in cross-country flying; cross-wind take-offs and landings following traffic control procedures of the airport involved, using flaps, and slips at the applicant's discretion for assistance in landing; simulated emergency take-offs and landings including one short or soft-field take-off and one landing using flaps, slips or both for assistance in SEA, in multiengine aircraft in accordance with proper one-engine-out procedure.

Applicants shall exercise reasonable judgment, coordination, and smoothness in the execution of all flight maneuvers, any of which, however, maybe modified or eliminated depending on the characteristics of the aircraft used in the flight test and operation limitations entered on the rating record.

The reason for these proposed changes is that an analysis of accidents involving private pilots for the years 1948 and 1949, recently conducted by the CAA, indicates an urgent need for the revision of private pilot requirements. Pilot error was shown to be the principal or contributing cause of most of the accidents. These in turn were traced to insufficient information, instruction or experience. Seventy-six percent of the accidents studied involved pilots with 51 to 300 hours of flying experience. Many errors arose frequently in cross-country flying while mishandling flight controls and landing or taking off from unsuitable terrain, or the result of faulty flight planning in reckoning with weather, faulty navigation or violation of CAR.

Listern, Hot Pilots

We've a story to tell

About an ardent airplane driver

By the name of Mell.

No preflight inspection

-- the airplane fell.

More business for those guys

-- with coffins to sell.

Rudder Flutter.

SOUTH CAROLINA AERONAUTICS COMMISSION

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