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AVIATION NEWS LETTER



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CAMDEN AIRPORT TO HAVE FULLTIME SERVICE

Bill Grant, well known A & E mechanic, Camden, has announced that effective November 1st, his shop will be opened on a full time basis. We are informed that he is renovating the hangars at present time and is acquiring all the necessary equipment and parts to have complete engine and aircraft repairs. Bill is well known in this state for his ability to provide good maintenance and service. In addition to his aircraft repairs he will provide gas and oil service at the airport.

LANCASTER AIRPORT HAS FUEL AVAILABLE

Lancaster airport which has, in the past, had no gas and oil service available to the itinerant pilot is now opened on full daylight service. The C.A.P. has taken over the fueling situation and is making available during daylight hours, every day in the week, this service. I am sure that the public certainly appreciates this effort on the part of the C.A.P. in contributing this service to the aviation industry. In the event that you should land at Lancaster during lunch hour and there is no available service on the field, then all that is required is that you take off and circle the town and someone will be there very shortly to help you.

THIS AND THAT

Charleston Airport getting a "face-lifting" since the Army took over, Hawthorne Flying Service is in the process of moving from the Southeast location to a location North of the terminal building. We are told, that when the Army completely takes over that civilian aircraft desiring to land at Charleston will be required to have two-way radio Beaufort Airport is to be taken over by the Navy within the very near future. . . . "Monk" Shand, manager of Columbia Airport making ready for the arrival of the Super-Constellation that will bring in General Eisenhower's party on Tuesday. This "super" requires 115 octane gasoline, and this had to be transported by truck from Atlanta. It might be interesting to note that 2800 gallons had to be trucked in for the one refueling of the plane J. O. Powers, Powers Aviation Service, Florence, doing an outstanding job in providing service at his location. We had an opportunity during the past few days to give it the "once-over" and this operation is a real contribution to the aviation industry. If you haven't been in Florence lately we suggest that you drop in for a visit with the boys there and give them a word of encouragement M. Berley Kittrell, Dixie Aviation, recently taking on the Cessna Agency in this state. Incidentally, he has for demonstration (and for sale - knowing Berley) a brand new 170 Cessna The Breakfast Club met Sunday 28th, in Camden. Approximately 65 people attended. The next meeting is scheduled for Florence, Sunday, October 5th. Let's everyone make an effort to make this meeting for two reasons: (1) that for the past two times the BC was scheduled there, and it was not held due to bad weather; (2) that it will give everyone an opportunity to look over the new operation there.

COLUMBIA AERO CLUB TO MAKE MEXICO CRUISE

As we mentioned in the last issue of the NEWS LETTER, the Columbia Aero Club is contemplating a trip to Mexico within the very near future. Well, the day has been set for take-off on this adventure; for the light airplanes, October 26th is "D" day. The "D" day is the departure date, and those desiring to participate on this cruise must, within the next 10 days, send to us a letter stating that you would like to go. This trip is being limited to approximately 15 planes, so if you are planning to go, let us hear from you. This trip will start on Sunday, October 26th, and will return on Sunday, November 2nd. If you have never been on one of these cruises you certainly have missed a treat in "sportsmen" flying. Think it over and let us hear from you at an early date. Just address your request or inquiry to P. O. Box 1176, Columbia, South Carolina.

STUDENT PILOTS ENCOURAGED TO VISIT CAA SAFETY OFFICES

Student pilots are invited and encouraged to visit the Aviation Safety District Offices of the Civil Aeronautics Administration, which are located at strategic points throughout the United States. These offices are open to the flying public, and the personnel of these offices are able and eager to assist in any flying problems encountered. The Inter-state Airways Communication Stations and Airport Traffic Control Towers are open to the flying public for any aid they can provide.

The South Carolina District Aviation Safety Office is located at the Columbia Municipal Airport. Office hours are from 9-5, Monday through Friday. Mr. Forrest Longeway is Safety Officer, and Mr. Paul Carriker is District Maintenance Supervisor. We suggest that any time that you have any type problems in aviation, whether flying or maintenance, you contact the above personnel and you will find that they are very interested in helping you in any way possible.

U.S. HAS 54,000 CIVIL PLANES IN USE

More than 50,000 single-engine civil aircraft are in active service in the United States, as compared with approximately 2,700 twin-engine, 540 four-engine and 12 tri-motored aircraft, a statistical study by the Civil Aeronautics Administration U. S. Department of Commerce shows.

The report, entitled "Statistical Study of United States Civil Aircraft as of January 1, 1952," presents detailed information on active and inactive aircraft by manufacturer and by model. Previous reports have proven valuable to many people in connection with studies of the civil aircraft industry.

The study, by Aviation Statistics, Program Planning Staff, shows that on January 1st, there were 54,039 active and 34,506 inactive aircraft on record with the CAA. On that date, the scheduled airlines of the United States had a total fleet of 1,253 aircraft.

The five leading states in terms of civil aircraft ownership were: California, with 9,845; Texas, with 6,404; Illinois, with 4,779; New York, with 4,308; and Ohio, with 4,187.

Copies of the publication are available from the Office of Aviation Information, Civil Aeronautics Administration, Washington, D. C.

GLIDER REACHES 44,000 FEET

New world's altitude record in glider flights may have been scored by Larry Edgar, pilot of the Sierra Wave Project, and Harold Kleiforth, UCLA Meteorologist. The two reported reaching 44,000 feet in a two-place glider. At that altitude, the rate of ascent was still 700 fpm, but further climb was considered inadvisable because of lack of cabin pressurization. Outside temperature of 80 degrees C. was recorded at 39,000 feet, while at 44,000 feet it "warmed up to 70 degrees". Purpose of the research flight was to study influences of mountains on airflow at high altitudes. (Michigan Air News)

HUMOR

Man to Pilot: "How are we doing?"

Pilot to Man: "We're lost, but we're making good time."

P.S. See you at the Breakfast Club Meeting, Florence, Sunday, October 12th.

SOUTH CAROLINA AERONAUTICS COMMISSION

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