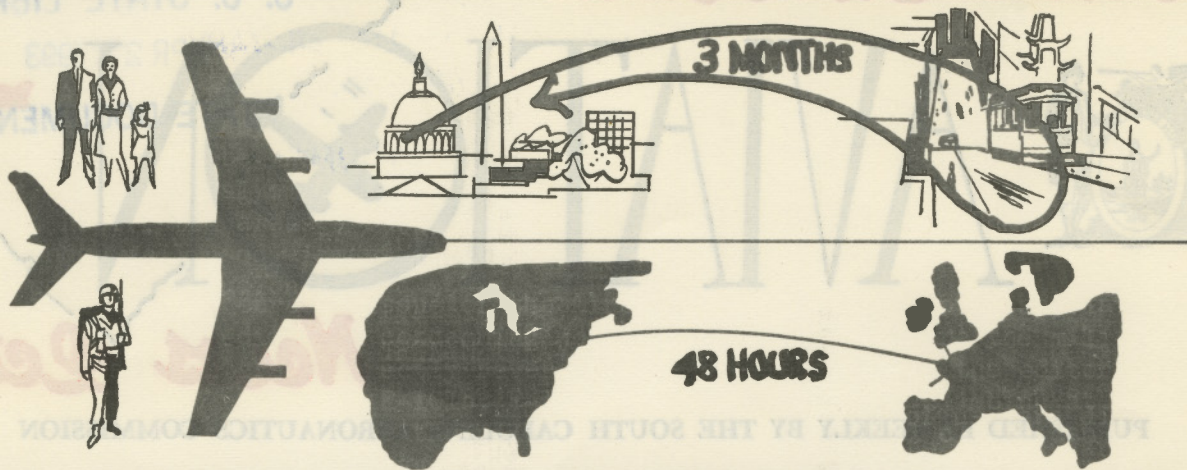


AIR TRAVELING AMERICA



The 340 huge jet and turboprop airliners now on order by the nation's domestic airlines will be able to furnish a total of 39 billion seat miles per year to the nation's air travelers. This means that these luxurious U. S. manufactured airliners could transport every man, woman and child in metropolitan Washington, D. C., to San Francisco and return every three months. These same planes could also transport the personnel of 5.5 pentomic divisions (75,000 troops) from Westover AFB, Massachusetts to Europe every 48 hours.

PLANES

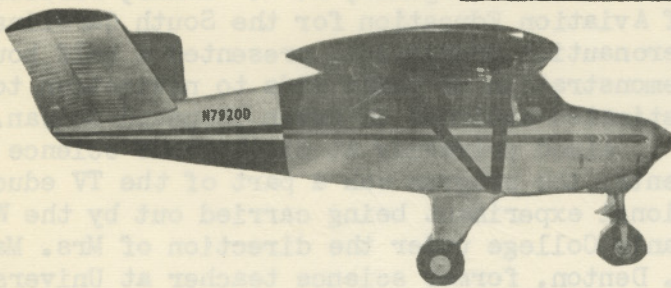
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NEW AOPA POLICY CONTAINS FALLACIES

The forthcoming February issue of the Aircraft Owners and Pilots Association Pilot Magazine features an editorial condemning joint use facilities where the military is using "Century Series" fighters. Directly reversing its previous stand, the editorial points to the dangers of joint use where F-101s, F-102s and F-104s will be climbing at rates approaching 50,000 feet per minute where the pilot, blind in his vertical climb, can neither see nor be seen. This is why AOPA now says that this type of airplane can no longer live safely on joint use airports or for that matter in joint use airspace.

We contend that separating joint use facilities, such as moving general aviation out of the Charleston AFB to a nearby site will not make for added safety, but on the contrary would enhance the danger. We believe that it will be up to the military to so guide planes of this type in any manner it may develop so that they will not be an undue hazard to other aircraft. Accurate radar tracking would be one way. Since planes without radio may not approach the base in any event, a warning by the tower of areas where these vertical climbs are being made could be instituted. Radar warning of impending collision could be fed to the pilot of a vertical climber should a "stray" enter his flight path. Neither do we believe that restricted areas around non joint use Air Force Bases is the answer as many of them lie under well used airways. Better and more positive control of the fast planes is the only possible solution.

TRINANZA MAY BE THE ANSWER



A group of us were discussing the relative merits of the various planes the other day, and with the help of a capricious photographer, came up with the TRINANZA.

SOUTH CAROLINA AERONAUTICS COMMISSION

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