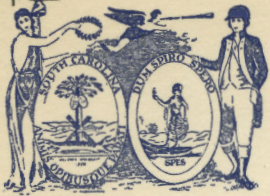
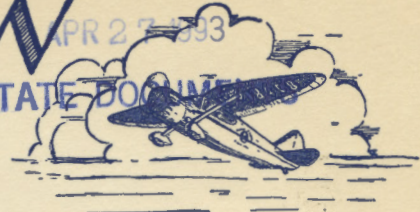


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# AVIATION NEWS LETTER



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## N.A.T.A. MEETS AT MYRTLE BEACH

The Second Annual Regional Meeting of The National Aviation Trades Association was held at The Ocean Forest Hotel, Myrtle Beach, August 26 and 27th. This meeting was participated in by the chapters of Virginia, North Carolina, South Carolina and Georgia. The South Carolina Chapter of Nata and The South Carolina Aeronautics Commission were the official host for this convention. Approximately 175 persons attended the two-day gathering. N.A.T.A. is an organization composed of the fixed-based operators (Airport Operators) throughout forty states of the United States. The Steering Committee for this meeting felt that it would be well not to restrict this meeting strictly to operators but to extend the invitation to anyone interested in aviation. There were a great many private pilots who responded to the invitation. This meeting was beneficial to both the operators and private pilots, as part of the program was composed of a private pilot's views of how the flight operator could promote business to care for the private pilot industry. The meeting ended Wednesday night with a banquet in the main dining room with Senator James Hammond, Columbia, as guest speaker. Those who did not attend certainly missed two days of fun, information and fellowship among the finest group in the aviation industry.

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## C.A.A. TO ELIMINATE LOW FREQUENCY RANGES

The Civil Aeronautics Administration is making plans to discontinue the low frequency ranges throughout the United States. This is not a new development as the plans were made some two or three years ago. The discontinuance is due to commence July 1, 1952. The reasons for this discontinuance is the replacing of the L/F Ranges by the OMNI Stations. C.A.A. does not want to discontinue these ranges but Congress has been cutting down appropriations for the last two years for the maintenance of these stations. Congress feels that with the new modern OMNI Stations that it is too expensive to maintain both types of navigational aids. Now, here is where the pilots come in. C.A.A. has to prepare, within the next fifteen days, a justification for the money to be allocated by Congress for the continuance of the L/F Ranges. It is your duty as a pilot, if you desire to continue these L/F Ranges, to write a letter or post card giving reasons why the discontinuance of these ranges would be oppressive to you in the Aviation Industry. I assure you that if your only reasons are that it is too expensive to buy OMNI equipment this reason is not sufficient. Earlier these objections have been filed but to no avail. If you really have a reason, other than financial, it would be wise to submit it at a very early date. We assure you that this commission has opposed the idea of eliminating the L/F from the very beginning using every logical objection that we could think of. Now, it is up to you to help get these objections in. You can submit your letters or cards to this office, P. O. Box 1176, and we will submit them to C.A.A.

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## THE NEW APPROACH TO NAVIGATION

Two helicopters came over the city of Jackson, Mississippi, and suddenly paused at the intersection of two highways. The pilot of one of the helicopters slowly settled his machine close to the highway markers, checked a large map in his lap, then sped off in the direction of one of the highways.

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## THINK YOU'LL MAKE IT?

Your chances of being involved in an aircraft accident on scheduled airlines is a very slim one. Statistics from the C.A.B. indicate that in 1951 for every accident there were over 10 1/2 million miles flown - and for every fatal accident there were over 49 million miles flown.

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## RACING THE SUN

One of the most dramatic statements concerning the speed of future air travel is the revelation that British Comet Jets will more than keep pace with the sun westbound in still air at 436 knots. This means that with a light tailwind westward passengers between London and North America will see the sun rise in the West.

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The many friends of Mr. and Mrs. Raymond Doughty will regret to learn that they were injured in an automobile accident on Sullivans Island, Charleston. Mrs. Doughty suffered a broken arm and Mr. Doughty received abrasions about the head. We wish for them both a very speedy recovery ..... Luther Johnson, Greenville, leaving the N.A.T.A. Meeting at Myrtle Beach a day earlier to participate with his Midgets (airplanes, that is) at the Detroit Air Races ..... The C.A.A. tower at Columbia Airport has requested us to pass on the following information to pilots using the Columbia Airport. It seems that a few of the pilots are taxiing their aircraft on the active runway to "run up the engine and make the mag. check". This is a very dangerous habit to form outside of being in violation of C.A.R. so take heed to the following instructions "always make your engine check prior to entering the active runway, unless you have permission to check your engine on the runway. Follow these instructions and save embarrassment for you and the tower boys. Let's cooperate, fly safely, and we will all be happy..... Berley Kittrell, Dixie Aviation, Columbia, informing us that Mr. Thomas A. Woodward, Tallahassee Florida, is now employed with his company as A & E mechanic ..... Vernon "Strick" Strickland, who for the past two years has been chief pilot for Hawthorne at Charleston has taken over the management and operation of Hawthorne in Columbia. We have already noted improvements at Hawthorne since his arrival just a few days ago. "Strick", we are certainly glad to have you in Columbia .....

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COMMISSION EMPLOYS NEW DIRECTOR OF AVIATION EDUCATION

The services of Mrs. "Perry Robinson, Washington, D. C. have been obtained to take charge of the Aviation Education Department of this Commission. The Commission feels very fortunate in obtaining Mrs. Robinson on its staff. She has a fine background for this type work. She received a B.A. Degree from George Washington University, and a M.A. Degree from Wisconsin and George Washington University. In addition to her educational qualifications she holds a current Commercial Flight Instructors Rating with approximately 2000 flying hours. She initiated and organized the first Aviation Education Program in the Washington high schools, and for the past eleven years she has been in charge of that program. In addition to her duties supervising these aviation programs in the schools she has found time to author several books of first courses of study for High School Aviation. The Office of U. S. Education and C.A.A. Office of Aviation Education has used her books as guides for their publications.

The Commission offers her services to elementary and secondary schools, civic organizations, and any other organization desiring assistance in the promotion of aviation interest.

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AF ABANDONS CONTRACT SCHOOL TRAINING

The airforce is abandoning contract school training entirely and will "phase out" all civilian contract training schools, with the exception of the nine flight training centers, within the next three months. Affected are schools which have been training air force aircraft and engine, and radar mechanics, as well as electronics, automotive maintenance, and meteorology technicians. No money was allotted for contract training in The Fiscal 1953 Defense Appropriation Bill. The USAF, however, will spend \$49,200,000 in its own schools for training. (Florida Aviation Bulletin)

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HUMOR

"Grandma, what kind of a husband would you advise me to get?"  
"My advice is to leave the husbands alone and get yourself a single man."

BUDGET: A system of family financing in which the outcome of the income depends on the outgo for the upkeep.

SOUTH CAROLINA AERONAUTICS COMMISSION

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