SOUTH CAROLINA AVIATION NEWSLETTER

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AVIATION MECHANIC OF THE YEAR

Lloyd E. Krueger

Lloyd E. Krueger, co-pilot/mechanic with the Shakespeare Corp, in Columbia, S. C., has been named S. C. Aviation Mechanic of the Year. Lloyd was selected winner of the Safety Award for his work on the Merlin II B aircraft.

Mr. Krueger noted that when fuel drained out of the overboard drain manifold on the Merlin II B aircraft, when the propeller was still turning, the fuel would be blown back up into the cowling and on the lower part of the engine through a crack between the fuel drain mainfold and the cowling.

He devised a method of stopping the fuel from entering the cowling by enlarging the size of the drain mainfold with .040 aluminum and installing an "O" ring between the drain manifold and the cowling. This enhances safety by reducing the possibilty of fire in the engine eompartment.

Mr. Krueger has been active in aviation since receiving his A&P mechanic certificate in 1964, followed by a private pilot certificate in 1965. After four years as a mechanic in Illinois, he became co-pilot/mechanic on an executive aircraft. At the present time he holds an airline transport pilot certificate and inspection authorization, and since 1969 has served as a co-pilot/mechanic with Shakespeare Corporation at Columbia, South Carolina.

Residing at Lake Murray near Columbia, Mr. Krueger pursues his favorite hobby - fishing - whenever possible.

Mr. Krueger is single, a veteran of two years in the Army, and enjoys a good reputation in the aviation community.

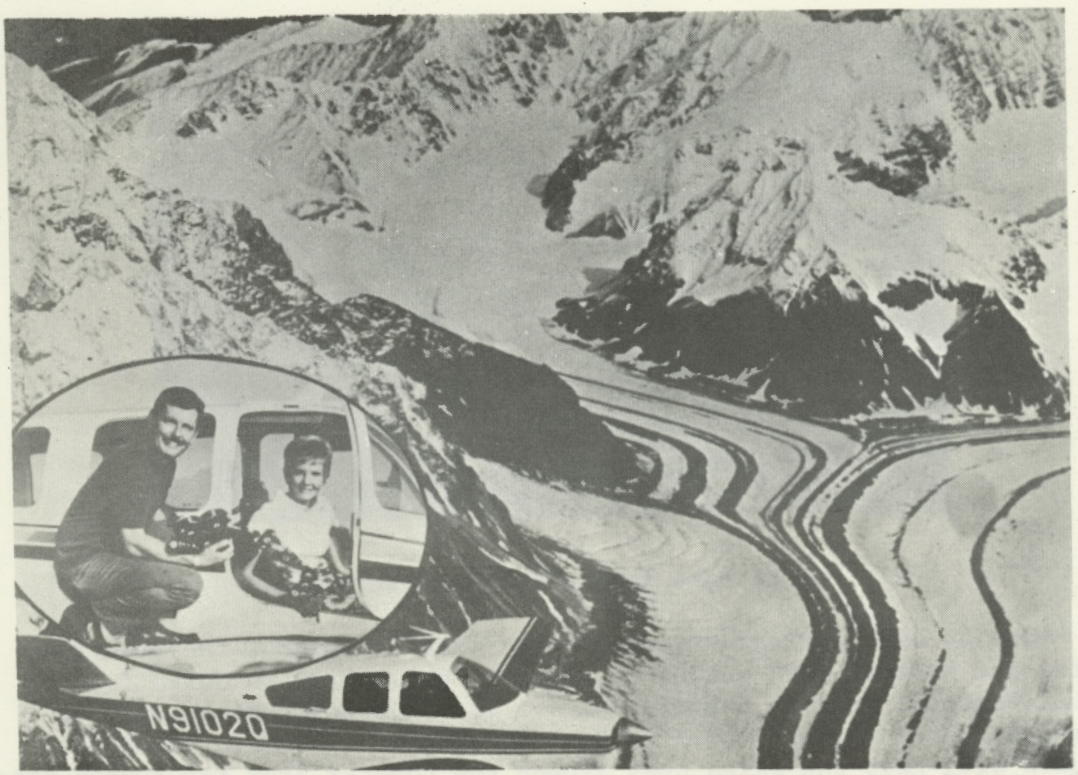
The South Carolina Aviation Mechanic Award for 1971 was received by Mr. Krueger on his first entry in this program.

ACCIDENT PREVENTION PROGRAM

This report covers calendar year 1971 which includes information received from Accident Prevention Counselors and accidents that were reported in South Carolina and investigated by the General Aviation District Office. For statistical purposes this office is charged with accidents involving pilots who reside in South Carolina, regardless of accident location, however, this report covers accidents involving 12 out-of-state pilots but does not cover accidents involving South Carolina pilots in accidents outside this state.
The counselor program was in effect no more than 9 months since, of the 10 counselors designated, 6 were designated the last of March, 3 in April and 1 in June.

Approximately 3027 persons were in attendance at 103 pilots meetings where over 7600 handouts were distributed. Accident Prevention Counselors helped make all of this possible plus considerable favorable publicity for general aviation which does promote aviation in your community. The actual count for counselor activity is as follows: 27 pilot meetings with 462 attending, 143 courtesy flights, and 439 pilots and flight instructors counseled. (Cont. on page 7)

"FLYING ALASKA"



Marion and Bob Auburn

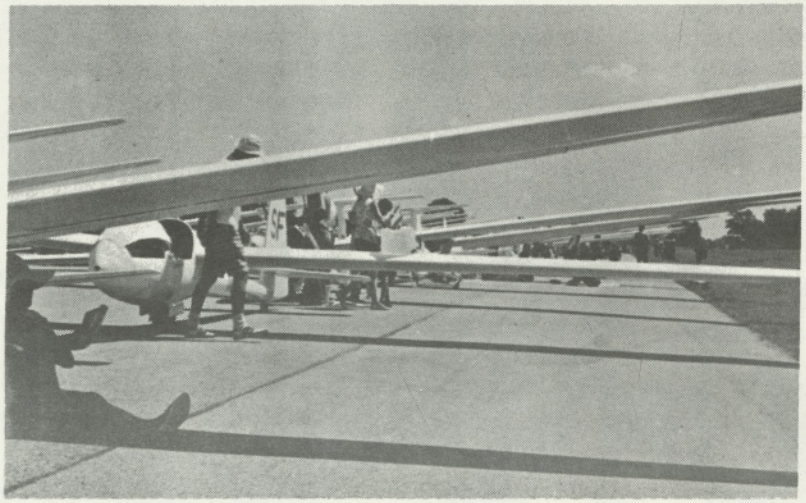
Two nationally known flying adventurers - a husband and wife team - will be at Furman's McAlister Auditorium to show and narrate their new color motion picture, "Flying Alaska," on Saturday, March 11, at 8:30 p.m.

Marion and Bob Auburn will be seen on the stage and in the film flying their Beechcraft Bonanza airplane in low-level tours over such breath-taking scenery as Glacier Bay, the Artic Ice Pack, the Valley of 10,000 Smokes, and in ground adventures on the White Pass and Yukon railroad.

They will also show such scenes as the unloading of the King Crab, thousands of migrating Caribou, summer village life of the Eskimos and the spawning of the red sockeye salmon.

Host for the showing locally will be Stevens Aviation, Inc., at the Greenville - Spartanburg Airport. Information for tickets may be obtained from Stevens Aviation, Inc., P.O. Box 589, Greer, S.C. 29651, Telephone: (803) 877-6451.

1972 SOARING CONTEST



Pilots make last minute preparations.

Some 60 high-performance sailplanes from throughout the Atlantic States and Midwest will gather at Chester, S.C., late in March for the annual Regional Soaring Championships. The five-day contest will be staged March 29 through April 2 (Easter Sunday). However, practice flights will keep the skies busy around the Chester area for a week prior to the actual contest.

For the fifth straight year, Bermuda High Soaring School (at Chester Municipal airport) will host the competition. Traditionally the first soaring meet each year in the United States, the Chester contest grows steadily in popularity. Last year, a record 44 pilots competed; this spring, the entry list may exceed 60.

Modern soaring contests emphasize speed performance in cross-country flights, with tasks usually in the form of a triangular course that may range in size from 100 to 300 statute miles, according to the day's weather expectations. This year's contest area is in the form of a rough semicircle extending west, north, and east of Chester. Flights will cover the terrain from Laurens, S. C. in the west, to Hickory, N. C. to the north, to Hartsville, S. C. in the east.

Many nationally-known soaring pilots have already registered for the contest, all of them determined to wrest the championship away from four-time winner Ben W. Greene of Elizabethtown, N. C. Greene, a former national soaring champion, is currently co-holder of the World Soaring

Championships in Yugoslavia this summer.

Most of the sailplanes competing at Chester will represent the latest designs, many boasting optimum glide ratios of better than 40:1. Although fiberglass has become the most widely-used structural material for today's competition sailplanes, sleek metal wings and fuselages are still favored by many American pilots. Aspect ratios up to 25:1 help produce the distinctively sleek and graceful appearance of today's crop of sailplanes.

The Soaring Society of America uses regional soaring contests to establish a national seeding list; top-scoring pilots are automatically qualified for preferred entry positions in future national contests.

Activity at the launching site usually peaks between 1100 and 1300 hours, when half-a-dozen towplanes tug the gliders aloft at one-minute intervals. From then until shortly before sunset, the entire contest area will be swarming with sailplanes at various altitudes, sometimes flying singly, often "gaggling" in groups of 20 or more as they share thermals to regain altitude. Power craft flying in the contest area between March 25 and April 2 should keep a sharp lookout for the competing sailplanes, at all heights up to 10,000 ASL.

Visitors are always welcome at the contest site. Those arriving by air are urged to plan their landings before 1100 if possible, in order to avoid the busy launching period (during which the field will be closed). From mid-afternoon until sunset, dozens of sailplanes will be approaching the airport in low-altitude, high-speed final glides as they race for the finish line. Power planes encountering sailplanes in flight should give them the widest possible clearance, never approaching closer than one-half mile. Sailplanes, of course, have the right-of-way over powered craft.

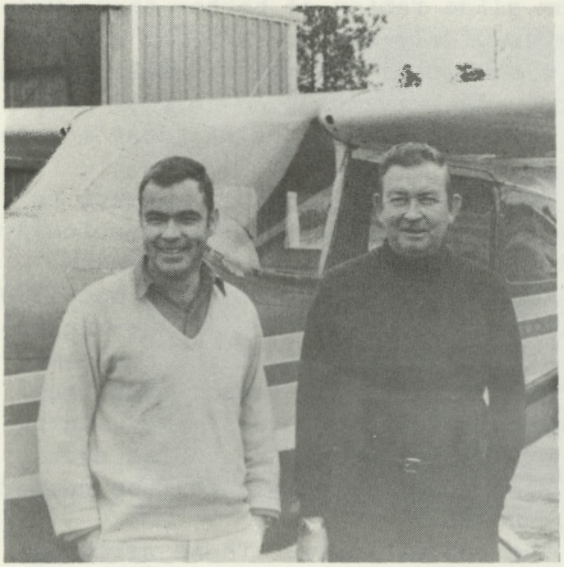
Visiting pilots may obtain a briefing on local traffic conditions at Chester anytime during the contest period by calling Chester Unicom (122.8 MHz).

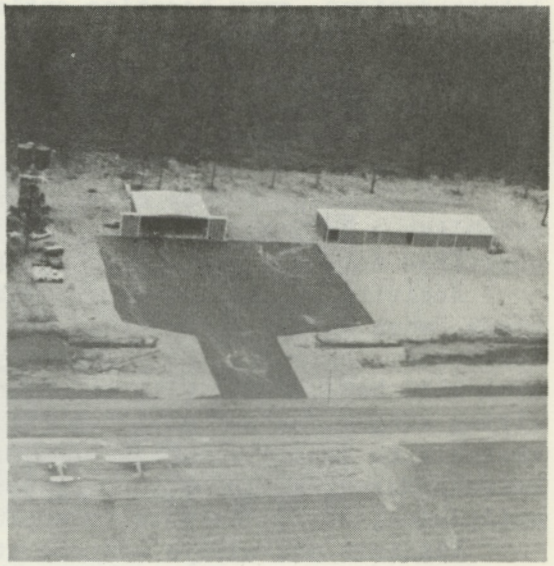
POWERPLANT HANDBOOK

A new handbook on aircraft powerplants, intended for use by both beginners and experienced aviation mechanics, has been issued by the Federal Aviation Administration of the Department of Transportation.

The Handbook is identified as FAA Advisory Circular 65-12, Airframe and Powerplant Mechanics Powerplant Handbook, 1971, GPO Catalogue No. TD 4. 408:Ai 7/3. It can be purchased by mail from the Superindendent of Documents, U.S. Government Printing Office, Division of Public Documents, Washington, D.C. 20402. The order must be accompanied by a money order or check for $3.75 ($4.70 foreighn) made payable to the Superintendent of Documents.

WINYAH AVIATION





R. M. Balding, Maj. B. W. Sherrill, Jr.

Winyah Aviation, Inc., is Georgetowns newest fixed base operation. The company, which began business on November 1, 1972, is located on the Northeast side of the ramp just beyond the paper company hangar. R. M. Balding is president of Winyah Aviation and Ben W. Sherrill, Jr. is vice president and chief flight instructor. Doctor R. H. Soujourner is secretary-treasurer. Ben Sherrill is a retired Air Force command pilot. He served with the military air transport service and the military airlift command. One of his last assignments in the Airforce was as command pilot with the Special Air Mission in Washington, D.C.

Winyah Aviation has 80 and 100 octane and jet fuel available. They operate a Cessna 150, Cessna 172, Cherokee 140, and a Bonanza, and plan to have air taxi service available soon. Other services include aircraft sales, aircraft rental, tiedowns, courtesy car, and minor aircraft maintenance. Catering service is available in Georgetown.

We welcome Winyah Aviation to the aviation community and wish them much success.

Georgetown & Western Flight Service, Inc., is operated by Ken Luthur. Bob O'Haver is chief pilot and flight instructor. They operate a complete FAA and VA approved flight school and also have an Air Taxi certificate, in addition to other aircraft services.

The above figures indicate an average for the 10 Accident Prevention counselors - 2.7 pilot meetings, 14.3 courtesy flights, and 43.9 pilots or flight instructors counseled for the year.

The District Office has received 37 Saftey Improvement Reports, some of which have been resolved, some are not possible to resolve, and they are working on the others. Most SIR's dealt with airport conditions and have produced encouraging results ranging from tree cutting to make the rotating beacon visible to filling prop blast and washout holes, repairing runway surfaces, cutting grass and weeds, removing obstructions or marking them, improving ramp traffic conditions, herding cows off airports, and eliminating seagull attractions. Considerable help has come from the South Carolina Aeronautics Commission.

Records indicate that 42 accidents were reported in South Carolina in 1971 and 30 of these pilots were residents of the state. Of the 42 pilots involved, 4 were students, 18 private, 18 commercial, and 2 ATP. Records indicate that 23 pilots reported over 500 hours pilot time, 14 reported 100 - 500 hours, and 5 reported under 100 hours; 21 were flying for personal pleasure, 8 business, 5 training, 4 aerial application, 2 executive, and 2 Air Taxi. Five accidents were fatal accounting for 21 fatalities and 9 resulted in serious injury. Some of the contributing factors are: 11 fuel mismanagement (most of them ran out of fuel), 10 stall/spin type accidents. 5 weather, 5 ground control, 5 mechanical, 2 overgrossed, and 2 gear-up, 1 out of C.G., 1 alcohol, 1 low flying, 1 taxi.

The above infromation represents a decrease of 8 accidents from the previous year but an increase of 1 fatal accident and 16 fatalities. Of the pilots involved it indicates a 14% increase of those with commercial and ATP certificates and an 11% increase of those reporting over 500 hours of pilot time.

Perhaps we need to place more emphasis on the high time pilots. At any rate let us strive to promote positive safety attitudes and techniques that are effective in reducing the general aviation aircraft accident rate.

REGULATION CHANGES

More piloting proficiency will be required of aspirants for private and commercial licenses and for the varicus ratings, such as instrument and instructor. FAA Administrator John Shaffer revealed that his agency was drafting important changes to FAR Part 61 (Certification of Airmen) that, among other requirements may increase the total flight training hours for a private ticket from 40 to 60. Require about 12 of these hours to be basic instrument training in simulators, require flight instructors to have instrument ratings, and introduce night flying as part of the private curriculum.

SOUTH CAROLINA AERONAUTICS COMMISSION
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BREAKFAST CLUB NEWS

Discouraging weather forecasts cut the attendance at Timmonsville to a minimum. Eight aircraft and a total of twenty-four people were on hand for breakfast. It is a shame that more people didn't make the flight because M. B. Huggins always arranges for an excellent breakfast.

The Breakfast Club has been invited to Spartanburg for the meeting on February the 27th. Roger Habisreutinger and the folks from Spartanburg have planned an outstanding program that includes a free breakfast to all members. Don't Miss this one!

The March 5th meeting will be at Walterboro. On March the 19th the meeting is scheduled for Owens Field, Columbia to coincide with the big open house program that Midlands Aviation is having on March 18 and 19. Midlands, S. C.'s newest Cessna dealer will have the completed line of 1972 Cessna aircraft on display.

We will skip Easter Sunday and on April the 9th will meet at Cheraw, S. C. On April the 16th the Breakfast Club has been invited to Rock Hill for "Come See Me Week".

On May the 7th, the meeting is set for Wings and Wheels Musuem at Santee and the Explorers Air Scout Troop at Hartsville will prepare the breakfast on the 21st. The Troop did an outstanding job last year. They are planning for a large group on the 21st.