

Contact!



EAA Chapter 242

Palmetto Sport Aviation Association, Inc.
Jim Hamilton - LB Owens Airport (KCUB) Hangar 69

31

13

April 2010

www.eaa242.org

Paul Carter Flies His 800th Young Eagle



Paul Carter, shown here with some Boy Scouts that he flew recently, flew his 800th Young Eagle during March's Young Eagles event on Saturday, March 13, 2010. Congratulations Paul!

Upcoming Events

For updated information on events, be sure sure to check the calendar on our website at www.eaa242.org.

- Apr 3 (Sat) - 6th Annual Palmetto RV Fly-In (KCUB)
- Apr 6 (Tue) - 6:30 p.m. Executive Committee Meeting
- Apr 10 (Sat) - 8:30 a.m. Young Eagles Flights
- Apr 11 (Sun) - SCBC at Broxton Bridge (SC55)
- Apr 13 (Tue) - 6:30 p.m. Birthday Supper at the SAC
- Apr 13-17 (Tue-Sat) Sun 'n Fun
- Apr 17 (Sat) - Blue Angles show at Charleston AFB
- Apr 24 (Sat) - 11:00 a.m. General Membership Meeting at the SAC
- Apr 25 (Sun) - SCBC at Green Sea (S79)



The President's Cockpit



I was just thinking...

about turbo boosters or “blowers”. The procedure for making a blower shift is at a certain altitude you pull the power back, bring the prop back (continue

flying the aircraft) shift to “High Blower”, push the prop up, then feel the surge as you push the power back up and start climbing for higher altitude and faster TAS!!! It makes flying even more fun.

Thus far this year we have been doing a lot of activities at the SAC and around the field. The weather is warming up and more folks are getting the urge to get out there. Things are beginning to pick up. If you haven't checked the calendar you might want to take a look for the next quarter. First thing this April is the 6th annual RV Fly-in that will be held on April 3rd (no rain date). Last year we had beautiful weather and approximately 65 to 70 aircraft showed up for NO Program, No Vendors, No Speeches & No Charge. There were lots of good food, airplanes and friendly people who all share the same passion as all of us. If you missed it last year, don't this year! I look forward to seeing you there.

After that it's off to SUN 'n FUN for many. Then later in the month, the 4th Saturday instead of the 3rd (due to conflict with SUN 'n FUN,) we will have the monthly membership meeting. We have a special guest from the South Carolina Aeronautics Commission as our guest speaker that day. As always, Jack Singletary & Ron Johnson will fire up the grill for more food (I think there's a theme there somewhere.)

Before you know it May will be here with another Aeroncas Fly-in scheduled for May 15th. Xen will have his fleet and there will be lots of vintage types arriving looking for Good Food, Good Folks & lots of Hangar and real Flying! Put it on your calendar.

If you haven't made your “Blower Shift” yet you better brush up on your procedures and get it done – you're going to need the extra power boost to keep up!

Enjoy!

Mac

Contact!

www.eaa242.org



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242 Flyers
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Program, Events, Librarian
Chairs open

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**THE PALMETTO WING OF VAN'S AIR FORCE
AND
THE PALMETTO SPORT AVIATION ASSOCIATION – EAA CHAPTER 242**

Invites any and all pilots, builders, and EAA members to

**The 6th Annual
Palmetto RV Fly-In Cookout
Saturday, April 3, 2010**

No Rain date

Jim Hamilton-LB Owens Airport - KCUB

Columbia, SC

www.airnav.com/airport/KCUB

Palmetto Burgers and Carolina Dogs. Grills will be fired up at 11:00 a.m.
No Program · No Vendors · No Speeches · No Organization · No Charge
(Donations Accepted for EAA Chapter 242)

Just good food, airplanes and friendly conversation.

Fuel discount 30¢ per gallon, courtesy of Eagle Aviation.

NOTAM: Right traffic for runway 13. Noise sensitive area north of the field. Departing traffic climb to 1500 feet on runway heading before turning north or east.

**2nd Annual
Aeroncas Over CUB Fly-In**



Saturday, May 15, 2010

Jim Hamilton-LB Owens Airport (KCUB)

Photo by Steve Richardson

March Young Eagles Report - We Finally Did It!

By Ron Shelton

After having two problem months so far this year March worked out great even though we had to be concerned about an iffy forecast. February had to be canceled because of a record snow event, first time that we recall canceling because of snow! January was a very cold day and several flyers could not get their aircraft to cooperate.

Among the groups represented at our March event were: Boy Scout Troop 330 of Westminster Presbyterian Church, REACH Home Schooling, Orangeburg Laboratory School, the CA Johnson Preparatory Academy Aviation Club, and the Jesse Pittman family birthday party. We also had numerous families attend on their own. At this event we flew 50 children. EAA 242 pilot, Paul Carter flew his 800th young eagle at this event! Congrats Paul.

Later in March EAA 242 participated in a special Boy Scout Aviation Merit Badge program that took place in Columbia and we were able to fly another group of 17 boy scouts. Since our last report and in late February and early March some of our pilots flew additional young eagles. Winston Holliday and Calvin Woodall flew some at a young eagles event in Winnsboro(FDW), James Fender, a new young eagles pilot flew 2, and, Mike Hoover flew a few also. We are reporting a total of 81 for our March report and this gives a YTD total of 95. This is a little under our goal of averaging 50 per month but very good for this early in the year.



Jesse Pittman about to get his birthday young eagles ride with Buddy Young.

Our pilots and ground crew at the March event were: Pilots: Paul Carter, George Esslinger, Allen Folger, Cantzon Foster, Ken Harrill, Harold Moxley, Calvin Woodall and Buddy Young. Ground crew: George Batten, Danielle Bishop, Bill Blythe, Pam Hoover, Ron Johnson, Kate McLaurin, Jean Roberts, Tom Roberts, and Ron Shelton. We welcome our new member and young eagles volunteer, Kate McLaurin, Thanks Kate!

We would like to find some more children early in the new year so we are reminding our membership that all need to participate in getting the word out and finding more kids. There are hundreds of kids around our area who have not had airplane rides yet!

A reminder, EAA 242 flyers, please find a few YEs occasionally on your own and give some airplane rides in between our regular events. This will help keep us on meeting and exceeding a reasonable goal as we never can predict how many weather cancellations may occur. We have now passed 8400 total young eagles flown since 1993! No other club has ever gone 18 months in a row without missing a YEs rally as we did a while back! And, we have gone nine to ten months in a row frequently which is highly out of the ordinary as well. We are one of only about two EAA Chapters in the world which have monthly YEs events.

Remember, each pilot who flies 10 or more will earn



Young eagle ready for a neat ride with Ken Harrill.



credit for sending some youth to Air Academy next summer. EAA Chapter 242 earns a five dollar credit for every Young Eagle that is flown once a pilot reaches ten. For Air Academy this past Summer (2009) that translated into \$2550+ ! We were able to send two youth to Air Academy in 2009 almost entirely funded by our YEs credits! One of the attendees has already presented at a chapter meeting and the other will very soon. In 2009 we earned approximately \$2950, enough again to send two more youth to Air Academy in the Summer of 2110! We also encourage donations to the Selina Wolf Air Academy Foundation which assists with sending youth to Air Academy. Please take note of and review the Selina Wolf Air Academy Foundation article in the December 2009 newsletter.

Fly, Fly, Fly! We need additional young eagles to be flown so we are once again encouraging our member pilots to try and find some young eagles to fly on your own occasionally and as often as possible. We all have some family or friend connections where some children are to be found. This helps us tremendously in keeping our tally rising for the year, especially when we have to postpone an event. Just be sure and get together with Ron so he can produce some paper work following any young eagles flights you are able to do.

NOTE: We are expecting good weather and a very large turn out in April. We need lots of volunteers on April 10th.


To see our pilot's all-time young eagles totals go to www.youneagles.org and select the logbook. Enter EAA Chapter 242 to get the list of all our flying since 1993.

EAA 242 Young Eagles Statistics for 2010	
Total of 95 flights as of March 27, 2010	
Paul Carter	16
Bill Como	2
Don Cook	7
James Fender	2
Allen Folger.....	13
Cantzon Foster.....	5
George Esslinger	5
Ken Harrill.....	3
Winston Holliday.....	3
Mike Hoover	7
Harold Moxley	7
Bob Stearns	5
Calvin Woodall	15
Buddy Young.....	6



Two of the Boy Scout Troop 330 having an introduction to flight and fun ride with Cantzon Foster.

Dr. Sark S. Derderian, AME, CFI, MEI, CFII
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An Unscheduled Landing At Warwick, Georgia

By Homer L Keisler, March 6, 2008

I was scheduled to dust a couple of cotton farms near Warwick, GA, and I arrived at the Cordele, GA airport with the two other company pilots about day break. My airplane would be flown empty of dust about twelve miles southwest to a country road near the farms and the dust would be loaded there. I pre-flight checked the Stearman duster I always flew and climbed aboard. Another duster pilot hand propped the 220 Hp Continental engine and it fired up on the second start attempt.

The engine was running very rough and would not smooth out at any RPM, probably a bad spark plug or dirty contact points in the magnetos. They were simple problems to fix, but it could take a lot of time to find the exact culprit. I shook my head and shut down the engine and climbed out of the cockpit.

This engine has fourteen spark plugs and two magnetos and the contact points in the magnetos are not easy to clean and adjust.

My good friend and fellow duster pilot Rusty W, who had propped my plane, said, "No problem. I have only one small farm scheduled and it can be done this afternoon. Take my airplane." Thanks I said and pre-flight checked his airplane and climbed aboard. He gave me a start and the engine checked out fine. And I flew away.

If you fly enough in one airplane it will eventually become an extension of yourself, especially one that

is often flown near the outer limits of its performance envelop commonly approached in crop dusting.

Even if the new airplane's appearance and specifications are the same as your regular airplane, it will not feel the same, or fly the same. Your butt won't fit the seat cushion the same way. There are subtle differences or even major ones that may appear over time.

I landed at Warwick on the country road that had been closed by the farmers and turned into a landing strip, a common practice in this area. I put out several loads of dust and was beginning to be concerned about the fuel remaining in the airplane.

The fuel gage on the Stearman is a clear plastic tube about an inch in diameter with inscribed marks indicating full and empty with appropriate marks in between. It extends below the upper center wing section. The indicator in it is a small red cylinder that moves down the center of the tube with a dwindling fuel supply. When it touches the bottom, the tank should be considered empty.

This originally being a training airplane, a fudge factor was built in which allowed another good fifteen minutes of fuel for engine operation. The clear plastic tube normally provided a good clear indication of fuel remaining. However when a little oil mist from engine operation drifts back and it collects a little dust, the only way it can be read is to turn toward the sun and fly level and let the sun shine through.

Just as I began my pull up to turn and start the next pass the engine completely lost all power without a whimper.

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I did this, and I was satisfied that there was enough fuel to finish the job and fly to the near by country store where we some times landed on the road and bought auto fuel.

This engine was designed for very low octane fuel. Eighty octane aviation fuel was cheaper than auto gasoline at that time because of road taxes. Its price was only nineteen cents per gallon at the depot in Albany, GA.

This final partial load of the dust would be put out in a small half moon shaped rolling and terraced field bordered by tall Georgia pines on three sides and a thicket of small pines and scrub brush and a peanut field on its north more open side. I had two more passes to make to finish this field.

Just as I began my pull up to turn and start the next pass the engine completely lost all power without a whimper. The only reasonable landing area nearby had already been noted, it was the peanut field on my right, and I barely made it there while dragging my wheels and the lower wings through the tops of the thicket of small pines.



I touched down at the very edge of the peanut field at a forty five degree angle to the hilled peanut rows and boy what a ride that was. When the airplane stopped its travel, the engine was still running at idle.

Now this is odd, I thought and pushed the throttle up. I was rewarded with a loud backfire. I returned the throttle to idle and it ran ok. I shut the engine down.

What could the cause possibly be? I climbed out and went to the C-2 fuel strainer near the rear of the engine and opened the fuel/water drain, and only a small amount of fuel ran out.

Then it really struck me, I had just flown this airplane out of fuel. What a dumb butt. I called our operations at Cordele and told my good friend Rusty W what had happened to his airplane.

“Oh no,” he said, “I meant to tell you that when the fuel gauge indicator on that airplane hits the bottom you’re definitely are out of fuel, you don’t have fifteen more minutes like most of the rest of them.”

Yes, I did it. I must admit that I did fly an airplane out of fuel one time. It can be very easy to do.



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April 1st Deadline For EAA AirVenture Oshkosh Dormitory Room Reservations

July 26 - August 1, 2010



Are you going to EAA AirVenture Oshkosh 2010? The deadline for making reservations for dormitory rooms is April 1, 2010. We have 20 rooms reserved. EAA AirVenture starts Monday, July 26th, and ends August 1st. Payment of \$52 will reserve you a room at the dormitory - minimum stay of three days. Contact Xen at 796-5984, or cell 269-1321 to reserve your room.



April 30th Deadline For Submitting EAA Air Academy Candidate Applications



By Gerry Biehl

Our chapter will sponsor two young people to attend the Air Academy in Oshkosh again this summer. The costs are paid with credits from our Young Eagles Program, individual donations, and donations to the Selina Wolf Foundation. We have reserved two slots for 16-18 year olds but these can be changed if younger candidates are chosen.

If you know someone that would like to attend, ask he/she to visit the airacademy.org website, download and print out an application, fill it out and send completed form to me. They can email completed application or send it to my home address below. The deadline for submission is April 30th.

A four member committee from the Chapter including me will review each candidate's application, personally interview the finalists, and make selections.

This is a wonderful opportunity for any young per-

son with aviation related interests and career goals, so I encourage you to help get the word out.

Mail your applications to:

Gerry Biehl
Air Academy Coordinator
106 Norton Hope Court
Columbia, SC 29212

Or email them to:

[mailto: gerrybiehl@earthlink.net](mailto:gerrybiehl@earthlink.net)



You can find the application online at:
https://secure.eaa.org/academy/airacademy_app.pdf

Postage Rates Rise 370% On Oil Samples?



By Mike Hoover

After performing an oil change on my airplane recently, I took an oil sample to send in to Blackstone Laboratories, the oil analysis folks that I have been using for a few years now. I use their standard oil sample mailers, a small black plastic cylinder with a screw-on cap.

Normally, I'd just go to the self-serve kiosk at the post office and drop the sample in the mail box. But during the process of buying the postage, the computer takes you through a few screens to assess your package. There is a particular screen that reads as follows:

Does the article contain anything liquid, fragile, perishable, or potentially hazardous?

- *Explosives: fireworks, ammunition, fuses*
- *Gases: aerosols, hairspray*
- *Flammable Liquids: fuel, paint, perfume, lighters*
- *Flammable Solids: matches, signal flares*
- *Oxidizers: swimming pool chemicals, peroxides*
- *Poisonous or Infectious Substances: insecticides, pesticides, clinical specimens, sharps*
- *Radioactive Materials: scientific instruments*
- *Corrosives: bleach, cleaners, batteries, mercury*
- *Misc. Hazardous Materials: dry ice*
- *Perishables: fruit, vegetable, other food, plants*
- *Animals: insects, reptiles, animal parts*

If you answer yes on this screen, you will be directed to take your package to the service desk. When mailing a sample a couple of years ago, I answered "yes" so I had to go to the service desk. Therefore, I just got use to going straight in to the service desk each time I mail an oil sample, assuming that an oil sample would fall under the "Flammable Liquids" category as noted above.

After this past time, I am wondering if I should just buy postage and drop it in the mail box. Since oil is not specifically called out in the list above, perhaps I can ship it without fear of repercussion from the postal service or some government agency - and without the hassle of standing in line at the service desk and paying too much.

The postage cost for sending these oil samples has been \$1.90 for as long as I can remember. However, when I took this last sample into the post office, the clerk insisted that the minimum charge for a package of "this weight and shape" is \$7.05 to send it parcel post. Priority Mail would be \$7.50. Yikes!

After questioning this huge increase, I found the clerk was very adamant and almost smug about the

"recently new postal rate increase." But that is another issue. Lacking a lot of free time lately, I opted to go ahead and send the sample right then and there and get this task "off my desk."

Later I visited Blackstone Laboratory's website looking for answers. I even called them to get their view about the steep rate increase. The kind lady said she had not heard of such a postage rate increase and that she had received samples "even today with \$1.98 postage attached to them." She did say that she had a few folks complain about being charged \$2.50 for their postage recently.

According to Blackstone Laboratory's Aircraft FAQ page on the web, I could have elected to "avoid the post office hassle" and put my "sample in a box. Postage will cost a little more, but it might be worth it. Or, send it UPS or FedEx. Or, put stamps on it (\$1.90) and drop it in a mailbox."

I also contacted Blackstone through their contact link on their website and sent them an email. They replied very promptly with the following response:

"It's so random, what the post office charges. We get samples every day from all over the country that have only been charged \$2.07 (which is the current price for the old containers, which you have; we are now using a smaller container, so the price actually went down for the new bottles to \$1.90), but we occasionally hear from people who were unfortunately charged a lot more.

*The post office really should accept the container as it is...it does not need to be in a box. I have a whole stack of samples here that got sent just that way, in the black mailer with nothing special about them. But sometimes a mis-informed post office charges more or classifies a sample as hazardous. We have a letter on our website you can give them that details how our container meets all USPS regulations, and it even has on it a phone number of a post office here in Fort Wayne that they can call, to speak with personnel there about the samples if they are worried. But none of this can actually *make* someone take a sample, or prevent them from overcharging you.*

I have looked into square packaging in the past, and I'll revisit it again after I get this next newsletter out. We haven't yet found the ideal packaging that works for us and works for the post office, but I'll keep looking for a better solution. Thanks for your input, and I'm really sorry you had to pay extra."

What has been your experience lately with mailing oil samples? Mailto: mikehoover@sc.rr.com



Minutes of the March Executive Committee Meeting

March 2, 2010

The meeting was called to order by Vice President Tom Roberts at 6:34 p.m.

ATTENDING: Tom Roberts, Gerry Biehl, Rick Craft, Mike Hoover, Tim Huebel, Xen Motsinger, Bob Stearns, Melinda Harrill, Ken Harrill, Dan Heath, and Mac Burton.

TREASURER: Bob Stearns – About \$4000 in the bank. Need 44 new members this year to raise enough funds to cover the budget for the year. Need to start planning 2011 budget considering our current short-fall for 2010.

MEMBERSHIP: Tom Roberts – Approx. 60 paid members for 2010. Mac reports that Ken Plesser has a crew together to lead a membership drive. His focus will be new members and those who have not been members for a couple of years. Xen suggests that we need to pursue those who were members in 2009 but did not renew this year.

NEWSLETTER: Mike Hoover – Still working on March newsletter. Still waiting on an article to come in. Send stuff in for April's newsletter by March 20th.

PROJECTS: Pam Hoover – No report.

YOUNG EAGLES: Xen reports for Ron - YE's flown at Winnsboro recently. Had at least six YE's flown, perhaps more that day. Mike Hoover reports he flew three YE's on February 13, 2010. \$2940 saved for Air Academy. That is enough to send two kids this summer. Maybe enough left over to by pay for our YE supplies/materials here at the SAC. Saturday, March 13th we'll have approx. 60 to 80 YEs to fly, so we need pilots and support staff.

SAC OPS: David Graff – Xen suggests that some of the snacks are too expensive for what they cost us. Folks are bringing their own at cheaper prices rather than pay for them at the SAC. Mac suggests lower crackers to what is attractive.

NEW MEMBER MENTORS: Xen Motsinger - No report.

TECHNICAL & FLIGHT ADVISOR: Ken Harrill –

No report.

BREAKFAST CLUB: Hayden and Pam Davis - No report.

WEBSITE/COMPUTER: Dan Heath/Rick Craft – Website up and running. Computer had some files deleted.

EVENTS: Ken reports the RV Fly-In is on for Saturday, April 3, 2010. The event has been advertised on a few aviation forums. We expect a great turnout if weather permits. No rain date. Need to have a planning meeting on Saturday, March 27, at 11:00 a.m. to assign tasks to volunteers. Will have a final meeting the Wednesday or Thursday prior to the Fly-In. Mac and Pat Burton are hosting March's Birthday Supper on Tuesday, March 9, 2010 at 6:30 p.m. Xen: "Still on" for Aeroncas Fly-In on May 15, 2010. Mac reports Cantzon still pursuing Cessna Fly-In for early summer.

PROGRAMS: March 20, 2010 general membership meeting: Jim Herpst's dad will speak on his experiences in World War II. April's general membership meeting moved to April 24, 2010 at 11:00 a.m.. Paul Wertz from SC Aeronautic Commission will speak on "Working Together." Mac reports Richard Hill is getting checked out and flying a Caravan to Africa, then another flight to Thailand. Will try and get him to speak at a general membership meeting.

BANQUET COMMITTEE: No report.

AIR ACADEMY: Gerry Biehl – No changes.

OLD BUSINESS: No old business.

NEW BUSINESS: Need a new chair for the computer desk. It is tearing up.

The meeting adjourned at 7:24 p.m.. The next Executive Committee meeting is at 6:30 p.m. on Tuesday, April 6, 2010.

Respectfully submitted by Mike Hoover, Secretary.
March 2, 2010

South Carolina Breakfast Club Schedule 2010

- April 11 - Broxton Bridge (SC55)
- April 25 - Green Sea, SC (S79)
- May 2 - Palmetto Air Plantation (SC41)
- May 9 - White Plains Plantation (SC99)
- May 23 - Holly Hill (5J5)
- June 6 - Cheraw Municipal Airport (KCQW)
- June 20 - Triple Tree (SC00)
- July 11 - Salisbury, NC (KRUQ)
- July 25 - Anderson Regional Airport (KAND)
- August 8 - Aiken Municipal Airport (KAIK)
- August 22 - Moncks Corner (KMKS)
- September 5 - Jim Hamilton-LB Owens Airport (KCUB)
- September 19 - Laurens County Airport (KLUX)
- October 3 - Woodward Field Airport, Camden (KCDN)
- October 17 - Sumter Municipal Airport (KSMS)
- October 31 - Orangeburg Municipal Airport (KOGB)
- November 14 - East Cooper (KLRO)
- November 28 - Fairfield County Airport (KFDW)
- December 12 - Rudy Branham Field (6J7)
- December 26 - Twin Lakes (S17)

Birthday Supper Hosts for 2010

- JanuaryTR Parish
- FebruaryLori Lijewski & Steve Richardson
- MarchPat & Mac Burton
- AprilJean & Tom Roberts**
- MayKrisdee & Cantzon Foster
- JunePam & Mike Hoover
- JulyJean & Tom Roberts
- AugustPat & Mac Burton
- September**Host Needed!**
- OctoberDavid Graff
- NovemberPhyllis & Xen Motsinger
- DecemberMargaret & Ron Claypool



Classified Ads & Notices

Classified Ads & Notices - Contact Xen Motsinger at 796-5984 or 269-1321 if you have an aviation related announcement for the EAA 242 Contact Newsletter. Classifieds are **FREE** to members.

For Sale - 1971 Citabria 7ECA airframe, 1996 Lyc O-235 134TT, Scott tailwheel, metal spars, stove, hooker harness both seats, Terra N/C, Transponder panel, intercom, PTT switch both sticks, located at Gilbert, SC (SC45) 29054. Neil or Millie @ 803-657-6798, 937-776-0567 cell. \$27,800 or best offer.

Hanger LOT on Runway & Beautiful Residential Corner Lot available at Whiteplains Plantation (SC99) Fly-In Community Gilbert SC. Residential Lot has Water Tap & Septic Tank installed for New Owners. \$65,000.00 for Both

Lots and **ONLY** serious inquiries **PLEASE**. Contact Leah Crocker 803-309-5555 (cell) OR 803-996-6689 (home).

Aluminum Cans - Xen is recycling aluminum cans. He uses the proceeds for the Aviation Camp, so please give your cans to Xen.

From Phyllis Motsinger, EAA 242 Social Chairperson: - It is important that members or family members notify me promptly of illnesses or deaths among our members and families. Thank you for your assistance. Please call me at 796-5984, 740-6908, or 269-1321.

Hangar space for rent at Whiteplains, 50 x 50 with 47 foot Hydroswing door. Available 1st week of May. Call Don Nowakowski @ (W) 802-288-3359 or (Cell) 802-338-0018.

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EAA 242 Past President

Contact!

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 EAA Chapter 242
 1400 Jim Hamilton Blvd., Hangar 69
 Columbia, SC 29205-4458



April's Birthday Supper At The SAC

You are invited to April's Birthday Supper! Come celebrate April's birthdays with hosts Tom and Jean Roberts on Tuesday, April 13, 2010, at 6:30 p.m. at the SAC. As always, there will be plenty of food, fun, and friends. Please bring a dish or dessert if you can. Hope to see you there!



Joab Dick	1	Suzanna Hill	14
Doug Evans.....	1	Bonnie Lynch.....	14
Rekha Koppa	1	Larry Gardner	15
Rob McLearn.....	2	Al Paglia	17
Joyce Moxley	3	James Causey	18
Ken Plesser.....	5	Joyce Pipkin	19
Gary Hipp	6	George Weeks	20
Julie Avent.....	6	Laura Shealy	21
Lancy Weeks.....	6	Jean Roberts.....	21
Joel McMillan	8	A. Jack Starling	22
Kristi Coggins	8	Pat Shelton	23
Patricia Batten.....	9	Bob Chatham	25
Andrea Carilli.....	10	Geri Buckner	27
Gay Coleman	11	Victor Carilli	28
Georgianna McGee	11	Brett Parks	28
Susan Highley	12	Ray Littlejohn	30
David Roebuck	14		

