Aeronews

by structure and power. Wing thickness ratio will be about twice that of an optimum supersonic design. This indicates the basic design with some aerodynamic and structural changes could grow into a supersonic bizjet. Fuselage of the SA-28T will be longer than that of a Learjet 24, with a diameter about equal to a Sabreliner's. Price is estimated to be from $750,000 to $1,000,000. Delta wing is based on independent research done by Swearingen. It resembles new high-speed wing developed by Richard T. Whitcomb, NASA scientist at Langley Research Center, who discovered area-rule principle for fuselage shapes. Inboard upper section of airfoil is flattened.

The wing will have no flaps; instead some "aerodynamic tricks" will be used to provide good low-speed lift. A horizontal tail will provide good stability for delta wing. It will be set low to avoid exhaust impingement. Engines will be mounted high on sides of area-ruled fuselage. The Garrett engine is scheduled for certification in August. Its projected weight is 539 pounds.

Outstanding Mechanics Cited

Federal Aviation Administration named 15 mechanics who made notable contributions to aviation safety in 1968 as regional winners in the Aviation Mechanic Safety Awards program. Each received an engraved plaque and will be entered in competition to select two national winners, each of whom will receive $500 and a trip to Washington, D.C. General aviation winner will get a bonus of $300 from National Business Aircraft Association. Nearly 1,500 mechanics have entered the program in six years. Contributing sponsors: Champion Spark Plug, Air Transport Association, American Aviation Publications, National Aviation Trades Association, National Business Aircraft Association, Aviation Distributors & Manufacturers Association.

Winners in the general aviation division by region: Alaska—C. G. Slim Walston, Anchorage Propeller Service; Central—Melvin W. Longlet, Minnesota Mining & Manufacturing Co., St. Paul. Eastern—Kenneth W. Reichel, Jones & Laughlin Steel, Pittsburgh. Pacific—Andrew Caserio, Aloha Airlines, Honolulu. Southern—Jesse G. Maxwell, Delta Beechcraft Inc., Memphis. Southwest—James W. Delahoussaye, Paul Fournet Services, Lafayette, Louisiana. Western—Earl Severns, Robertson Aircraft, Bellevue, Washington.

Winners in the air carrier division by region: Alaska—Bernard L. Sherwood, Wien Consolidated Airlines, Fairbanks. Central—W. G. Rogers, TWA, Kansas City, Missouri. Eastern—William M. Ziegler, American Airlines, Tulsa. European—Lawrence Londerman, Pan American World Airways, Miami. Pacific—Charles Say, Hawaiian Airlines, Honolulu. Southern—Andrew B. Perras, Eastern Airlines, Miami. Southwest—Willard Knight, Braniff Airways, Dallas. Western—Hilburn L. Rogers, United Air Lines, San Francisco.

Newest administrator of the Federal Aviation Administration is John H. Shaffer, 50; he is a long-time pilot.

Magnesium Dropped for Tail Booms

Replacement of magnesium tail booms on Bell 206A JetRanger helicopters was recommended by National Transportation Safety Board. But a previous company program, started last August, already brought about exchange of 138 of the 150 magnesium booms that had been manufactured and originally installed. NTSB also recommended reevaluation and flight test of the helicopter's antitorque control system. Requests came as a result of five fatal accidents and one inflight incident, all of which, the agency said, appeared to be related to cracked tail booms. Bell said its program was initiated after magnesium booms exposed to salt air showed excessive corrosion. Some JetRangers are used for support of offshore oil-drilling emplacements and operate in a salt air environment. Tail-boom cracking has not been a serious problem, said Bell spokesmen.

Steamed Up Over Chopper Power

A steam power system for helicopters is being tested in a Hughes 300 by Thermodynamic Systems Inc., Newport Beach, California. R.G. Smith, vice-president, said the rotorwing craft is an ideal application for steam systems since requirements are low output shaft speeds at high torque demand with fast response time. One of the most important advantages of Steam systems is their ability to store power in the form of high pressure, high temperature water, then convert this power into reusable energy in event of a failure in the steam generating portion of the system. The company is building 25 prototype systems in the 150-shp range. Water is considered the most practical fluid to use in present steam systems, which are 33 percent cheaper to make than present internal combustion engines. They also are silent and virtually nonpollutant to air.

Lear Departs Lear Jet

Dynamic Bill Lear Sr. resigned as board chairman of Lear Jet Industries Inc. He founded it in 1962, served as chief officer until April, 1967, when he sold controlling interest to Gates Rubber Co., Denver. Lear has now sold his remaining financial interests in Lear Jet to Gates. He cited as reasons pressing commitments of his Reno-based interests including Lear Motors Corp., involved in a steam-powered racing car. Lear said his interest in Lear Jet activities remains high. "In fact, I just placed an order for a new Learjet 25 to be delivered in December," he said.

Light Turboprop Mill from Allison

Allison Division, General Motors Corp., received FAA certification for its 317-shp Model 250-B15 turboprop engine for light fixed-wing aircraft. The engine is an outgrowth of Allison's T63 powerplant for helicopters.

Boeing Still in Glider Business

In Seattle, where Boeing is the major employer with more than 50,000 workers, everyone understands references to the "local glider works." But few are aware the expression is more than a joke. In 1929, Boeing bought a boat works in Vancouver. A year later, the Canadian firm's engineers designed a glider