

Huron County Airport

Scud Runner

Volume 5, Issue 12

December 2008



NOFA Inc.

Visit the 5A1 airport website:
www.huroncountyairport.com



Inside this issue:

- | | |
|--|---|
| Pilot's Lounge
<i>(from the Manager)</i> | 1 |
| Squawk
<i>(from experience)</i> | 2 |
| Touch and Go
<i>(flying tips)</i> | 2 |
| Compass
<i>(about the airport)</i> | 2 |



"There's nothing like an airport for bringing you down to earth."

- Richard Gordon

Pilot's Lounge: The Wilber Bros. (pt. 3)

By Sandy Gordley, Airport Manager

After that first flight, word was out about Norwalk's aviator, Paul Wilber. The Norwalk Reflector Herald printed several stories and each day the "interurban" (a single electric car with a motorman) out of Norwalk was completely filled. The tracks ran along the south end of the Cole farm, and it would stop for two or three minutes to allow the passengers to watch the aeroplane fly; however, several passengers swarmed to get off and start towards the field like a swarm of bees. The excited crowd posed a new problem for the novice aviator. The ground crew had to clear the field by running around and waving clubs so that Paul was able to come in to land. They decided to put the 'ship' in the barn and lock it up before the crowd decided to collect souvenirs.

By the following spring, improvements had been made to the Curtiss. As soon as weather permitted, Paul was in the air again, gaining experience with his flying machine and excitement was in the air. The Norwalk Journal read, "Paul Wilber gave a crowd of Norwalkians their first glimpse of air navigation yesterday afternoon on the Cole farm. Rising into the air as easily and gracefully as a bird, the machine responded to every demand made upon it by the young aviator, dipping down towards the earth, rising to heights far above all earthly objects, and swerving in graceful lines to the right and left."

By mid-April, Paul was ready to try flying with a passenger. Josh was first.

He sat on the center section just ahead and to the right of the engine. They put a leather strap around his waist and around a wing strut. His feet dangled from the leading edge of the center section of the wing. It was a slow climb and they barely made it over the fence but Paul was able to make the flight and return to the field safely. Roy Burr, Leonard Ridgley, Harry Bennett and Loretta Hopkins were the next passengers. Loretta's mother was so angry she would not speak to Paul for a year.

On May 10th, Paul was scheduled for an exhibition flight for the Elk's. \$.25 admission was to be charged for entrance to Whitney Field and the Elks hoped to pick up some money to be used toward furnishing their home. The event was widely publicized. The air was gusty on the 10th and Paul decided to wait until 5:30 p.m. Witnesses said the motor was misfiring, but Paul nodded his head and gave the word to let go of the machine. He skimmed along the ground but it did not seem to rise as it should. Suddenly there was an upward sweep and the fence was cleared. It settled back down behind the fence and there was a cloud of smoke or dust. Paul was fine but the Curtiss was badly damaged. Paul left the scene in an automobile in order to get away from the crowd.



Squawk: *Flying on Windy Days*

By Sandy Gordley

We certainly have our share of windy days with gusts and hefty crosswinds here in Northern Ohio. Let's review a few basics:

Wind Shear: Carefully evaluate what's happening when you start to experience turbulence. When descending from an altitude where you had a smooth ride to one of turbulent air, the hazards of wind shear are there whether you can see them or not.

Crosswinds: Make sure even in VFR conditions that you have the forecasts for everywhere you plan to go before you take off. If the destination forecast is not available, check out the area forecast. Even when you are flying under VFR rules, always pick an alternate



airport before takeoff and be sure to compute your fuel consumption to the alternate.

Check out forecast surface winds, and winds aloft for irregularities and direction changes. If a front is bearing down on your destination, you can expect a 180-degree wind shift even if no clouds are present.

Gusts: Do you remember how to compensate for wind gusts on final? How often do you really do that? Just add one-half of the gust velocity to your final approach airspeed. If the winds are from 270 degrees at 8 knots with gusts to 18, that's a 10-knot gust component. Add 5 knots to whatever your normal final approach airspeed would be, and don't forget that the five-knot gust correction on final will cause you to float a bit on the flare.

Touch and Go: *Jet Fuel Made from Algae*

By Sandy Gordley

San Francisco-based Solazyme said it has produced fuel from algae that meets Jet-A fuel standards set by the American Society for Testing and Materials, thereby bringing biodiesel one step closer to commercial development. These standards measure performance in density, stability, flashpoint, freezing point, distillation and viscosity and demonstrate the fuel is compatible with existing engines and infrastructure.

The company has raised \$45 million to fund its growth and expansion and has already been producing thou-

sands of gallons of low carbon, nontoxic oil through an exclusive process where algae grows in large tanks without sunlight and feed on agricultural residues, high productivity grasses and industrial byproducts.

"We are excited to be the first advanced biofuel company to successfully make jet fuel from algal oil that passes the most critical ASTM D1655 standards," said Solazyme CEO Jonathan Wolfson.



Compass: *FAA Grant Program*

By Sandy Gordley

The AIP Funding Program (Nicknamed Air 21) expired in September 2007. Congress has not approved a new funding program; they have just extended the one that expired. It is a little more complicated than that, however, Huron County does have nearly \$170,000.00 of FAA grant money in their grant account so to say.

With the old program, we were entitled to \$150,000.00 per year from the AIP (Airport Improvement Plan). The extension has given us the same amount for 2008, however, we do not know about 2009. We had a little money left over from 2007 (nearly \$20,000.00) and we were able to roll that over



and add it to the 2008 amount. We are still in the process of closing out our 2006 & 2007 Federal grants and did not have a grant project in 2008.

Currently, the FAA is telling us that even though we have nearly \$170,000.00 in our account, we may only be able to use 50% of it. With grant application deadlines due before the end of the year, the Airport Authority and the airport engineering firm (C & S Engineers) has decided to go ahead and submit an application in hopes the FAA will not need to enforce the 50% rule. The project would be obstruction removal (trees) on the west end of the runway.