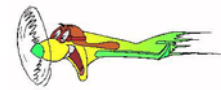


# Huron County Airport



## Scud Runner



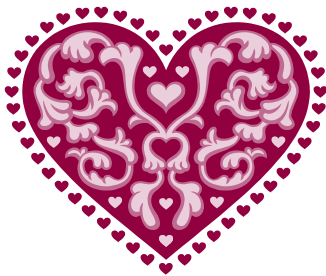
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"On Valentine's Day, millions of men give millions of women flowers, cards and candy as a heartfelt expression of the emotion that also motivates men to observe anniversaries and birthdays: fear."

Dave Barry  
(1947 - )

## Pilot's Lounge: SR-71 Blackbird

By Sandy Gordley, Airport Manager

The Lockheed SR-71-A was an American made two-seat unarmed global reconnaissance spy plane. It was the brainchild of Kelly Johnson, the famed Lockheed designer who created the P-38, the F-104 Starfighter and the U-2. Wing span: 55'7"; length 107'5"; height 18'6"; average speed 2,145 mph; empty weight 60,000 lbs; max. weight 170,000 lbs; power plant: two Pratt & Whitney J-58 bleed turbojets Thrust: 32,500 lbs. each. When hangared, fuel would seep through the joints. At Mach 3, the plane would expand several inches because of the severe temperature, which could heat the leading edge of the wing to 1,100 degrees. To prevent cracking, expansion joints had been built into the plane. Sealant resembling rubber glue covered the seams, but when the plane was subsonic, fuel would leak through the joints.

The SR-71 was the fastest air-breathing jet in the world. It flew in excess of 85,000 feet and 33 miles per minute or 3,000 feet per second....that's faster than a rifle bullet. It is composed of Titanium and Composite (plastic) materials. The onboard cameras were so powerful they could photograph a golf ball on the green from 80,000 feet and could survey 110,000 square miles of the Earth's surface per hour. At the time, each SR-71 cost 33 million to build and after becoming accepted by the U. S. Air Force, the price tag went to 34 million per airframe. 29 Blackbirds of various designations were in service and only 93 Air Force pilots ever steered the "sled" as she was nicknamed.

The first flight of an SR-71 took place on December 22, 1964, at Air Force Plant 42



in Palmdale, California. On March 21, 1968, Major Jerome F. O'Malley and Major Edward D. Payne flew the first operational SR-71 sortie from Kadena AB, Okinawa. The United States Air Force Strategic Air Command had SR-71 Blackbirds in service from 1966 through 1990. The plane was an expensive aircraft to operate. The most significant cost was tanker support, and in 1990, confronted with budget cut-backs, the Air Force retired the SR-71. The Blackbird had outrun nearly 4,000 missiles, not once taking a scratch from enemy fire. On her final flight, the Blackbird, destined for the Smithsonian National Air and Space Museum, sped from Los Angeles to Washington in 64 minutes, averaging 2,145 mph and setting four speed records.

The SR-71 has remained the world's fastest and highest-flying operational manned aircraft. On July 28, 1976 it broke the world record for its class: an absolute speed record of 2,192 mph and a US absolute altitude record of 85,068 feet. Several planes exceeded this altitude in zoom climbs but not in sustained flight.

## Squawk: Tips on Winter Flying (FAA)

By Sandy Gordley

Takeoffs in cold weather offer some distinct advantages, but they also offer some special problems. A few points to remember are as follows:

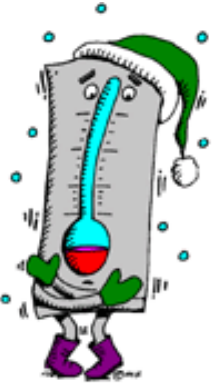
☑ Do not over boost supercharged engines. This is easy to do because at very low density altitude, the engine “thinks” it is operating as much as 8,000 feet below sea level in certain situations. Care should be exercised in operating normally aspirated engines. Power output increases at about 1% for each ten degrees of temperature below that of standard air.

☑ If the temperature rises, do not expect the same performance from your aircraft as when it was operated at the lower density altitudes of cold weather.

☑ Use carburetor heat as required. In some cases, it is necessary to use heat to vaporize the fuel. Gasoline does not vaporize readily at very cold temperatures.

If your aircraft is equipped with a heated pitot tube, turn it on prior to takeoff. It is wise to anticipate the loss of an airspeed indicator or most any other instrument during cold weather takeoff – especially if the cabin section has not been preheated.

Climbout – during climbout, keep a close watch on head temperature gauges. Due to restrictions (baffles) to cooling air flow installed for cold weather operation and the possibility of extreme temperature inversions, it is possible to overheat the engine at normal climb speeds. If the head temperature nears the critical stage, increase the airspeed or open the cowl flaps or both.



## Touch and Go: Light Sport Aircraft

By Sandy Gordley

The rules apply to aircraft that are small and simple to operate, plus have low performance and low energy. These attributes result in a set of specific criteria that define LSAs:

- ☑ One or two occupants
- ☑ Non-pressurized
- ☑ Stall speed: 45 kts. Without lift-enhancing devices
- ☑ Max speed: 120 kts. At max power in level flight
- ☑ Max weight: 1,320 lbs. for land; 1,430 lbs. for water



- ☑ Fixed landing gear (with exceptions for amphibians and gliders)
- ☑ Single piston engine
- ☑ Fixed-pitch or ground-adjustable prop.

The light sport aircraft rules do not change 14CFR Part 103, so single seat ultralights that meet the criteria for Part 103 are not required to be certificated. Two-seat ultralights were previously allowed by an exemption under Part 103, but all two-seat ultralights must obtain an N-number and an airworthiness certificate by January 2008 to be legal for flight.

## Compass:

By Sandy Gordley



## Wind Damage

The sliding door on hangar B-6 was blown off its track, one wind turbine was blown off the roof near B-5 and B-6, a down spout was twisted and torn between C-4 and C-6 and the television antenna was blown off of

the roof of the Administration building. The hangar door has been repaired, however, some of the rest of the repairs may have to wait until warmer (and less windy) days.