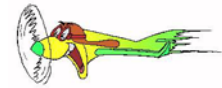


# Huron County Airport



## Scud Runner



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"A little government and a little luck are necessary in life, but only a fool trusts either of them."

*P.J. O'Rourke*  
(1947 - )

## Pilot's Lounge: Beech Staggerwing

By Sandy Gordley, Airport Manager

Designed by Walter Beech and Ted Wells, the Beech Model 17 (Staggerwing) was first flown on November 4, 1932. The Model 17's unusual wing configuration – the upper wing inversely staggered behind the lower – and unique shape resulted in a design that maximized the pilot's visibility while minimizing the aircraft's tendency to stall. Even at the height of the Great Depression, a standard was set for private passenger airplanes for many years to come. Sales started slowly at first. It had a high price tag – between \$14,000 and \$17,000.



The Staggerwing's use of retractable landing gear, uncommon at that time, combined with streamlining and reducing the weight of the materials, produced an aircraft that could achieve a top speed of 201 mph but with a landing speed of 45 mph. The maximum altitude was 21,500 feet. Each aircraft was custom-built by hand. A luxurious cabin trimmed in leather and mohair, carrying up to five passengers in comfort, quickly won over the flying public. By the start of World War II, more than 424 Model 17s had been sold.

The Staggerwing's speed made it attractive to air racers too. An early model won the 1933 Texaco Trophy Race. Louise Thaden and Blanche Noyes, piloting a model C17R, together won the Bendix Trophy Race in 1936 and it made an impressive showing in the 1938 Bendix Race as well.

A major redesign of the aircraft resulted in the Model D17. It featured a lengthened fuselage that improved the aircraft's landing characteristics by increasing the leverage generated by the elevator. Ailerons were located on the upper wings, eliminating any interference with the airflow over the flaps. Braking was improved by the introduction of a foot-operated brake that was synchronized with the rudder pedals. All of these modifications enhanced the Staggerwing's performance, which would soon be put to the test under wartime conditions.

After the war's end, Beech immediately returned to the production of civil aircraft made one final modification for the Model G17S. Sixteen Model G17S aircraft were built and sold for \$29,000 apiece. In all, 781 Beech Model 17 Staggerwings were manufactured in eight different series during 16 years of production. Hundreds are still flying today.

## Squawk: Spins

By Sandy Gordley

Recognition of a stall leading to an unintentional spin may not be easy when a pilot's attention has been diverted to another task. However, the entry of an unintentional spin is quite dramatic and can take an inattentive pilot by surprise.

There are several factors which can contribute to stall/spin accidents. Among these are:

- ◆ Load factor
- ◆ Snow, ice or frost on the wings
- ◆ Weight and balance (center of gravity)
- ◆ Aircraft configuration
- ◆ Turbulence
- ◆ Pilot inattention due to distraction

Pilots should be familiar with the operating characteristics and the standard operating procedures for spin recovery in the

POH of the airplane they are flying. The FAA has outlined a basic spin recovery technique consisting of six steps that can be followed in the absence of a manufacturer's recommended procedure.

1. Close the throttle, to eliminate power and minimize loss of altitude.
2. Neutralize the ailerons and determine the direction of the spin.
3. Input full opposite rudder to stop rotation.
4. When the rotation slows, briskly move the elevator forward to approximately the neutral position.
5. Neutralize the rudder to avoid entering a spin in the opposite direction.
6. Gradually apply enough elevator pressure to return to level flight.

## Touch and Go: Situational Awareness & CFIT

By Sandy Gordley

"May 16<sup>th</sup>, 2002, New River AZ – During a sales demonstration flight, the pilot descended into the up-sloping face of mountainous terrain about 17 nm north of the destination airport. The accident occurred under dark, nighttime, visual meteorological conditions and after about a 22-minute flight. An examination of the ground scars disclosed the airplane was in controlled flight in a shallow descent when it collided with the terrain. The airplane was equipped with an autopilot, a KLN GPS receiver and a KMD 550 multifunction color display that, if operated in the topographic mode, had the capability to display terrain elevation information.

The NTSB determined the probable cause of this accident as follows: the pilot's failure to maintain an adequate terrain clearance altitude during a cruise descent that resulted in con-

trolled flight into terrain (CFIT). Factors in the accident were the rising mountainous terrain, the dark nighttime condition and the pilot's loss of situational awareness regarding terrain proximity."

Six basic causes of CFIT events:

1. Loss of situational awareness
2. Cockpit distractions
3. Complacency
4. Lack of technical and/or operational experience
5. Lack of adequate preparation
6. Confusion



## Compass

By Sandy Gordley

The Master Plan has been completed and approved by the FAA. We are still waiting for the approved Airport Layout Plan.... which is part of the Master Plan. This will be displayed in the Administration Building.

Even though congress is still undecided with regard to AIP (Airport Improvement Plan) funding, we have submitted our revised 5 Year ACIP (Airport Capital Improvement Plan) to

the federal and state agencies. Drainage improvements and obstruction removal (trees) are at the top of our list of requests. The maximum allowable funds for 2008 are \$150,000.00.

**Lori Douglas receives National Award!** Lori received the Civil Air Patrol, Ohio Wing's 2007 Cadet Program Officer of the Year Award. Congratulations, Lori!