

Huron County Airport

Scud Runner

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"Both optimists and pessimists contribute to the society. The optimist invents the airplane, the pessimist the parachute."

- George Bernard Shaw

Answers: 1-B, 2-B, 3-C, 4-C

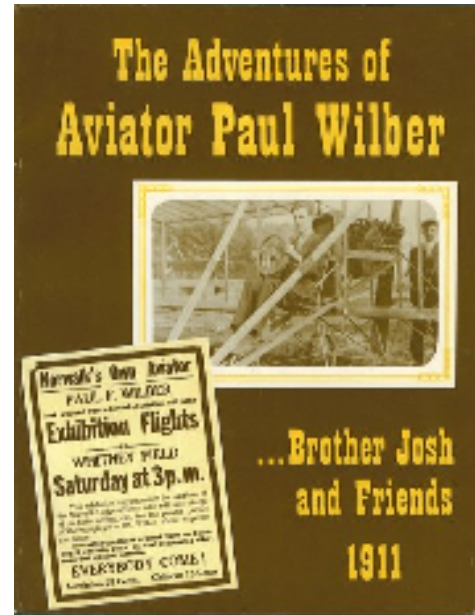
Pilot's Lounge: The Wilber Bros. (pt. 4)

By Sandy Gordley, Airport Manager

Paul and Josh made arrangements to rent, from Williams, a Curtiss Model O to replace the heavily damaged Maximotor they shipped back to Detroit. They used the \$100.00 from the Elk Exhibition to rent the Curtiss. They thought the aircraft was performing well and decided to do some circuit flying to larger Ohio towns: Chicago Junction, Plymouth, Shelby, Mansfield, Ashland and New London. The exhibition would attract a large audience and help merchants and the merchants would pay to have the airplane fly.

On his first cross-country flight to New London, Paul's engine quit and he made a forced landing in a field a few miles southeast of North Fairfield. Three days later, he left the hayfield and arrived in New London 20 minutes later. Factory whistles blew announcing that Paul Wilber was on his way and a large crowd had gathered at the fairgrounds. The New London newspaper read, "In a conversation with Wilber Thursday, he expressed himself as highly pleased with the financial assistance given him by the businessmen of North Fairfield and New London, exceeding by far what he had received in his hometown." It made an impression upon the aviator who was struggling so hard to get started.

From the very beginning, the Wilber brothers were plagued with motor related troubles that happened because they were borrowing motors. During the three years they were constructing and flying they had three different motors and never



really became acquainted with any one of them. Each time they changed motors they had to refigure the balance over the center of lift, shift and rebolt the motor to the bed, then change the gasoline connections and throttle levers and radiator connections. The propeller might be wrong for that motor's RPM to develop its full horsepower.

The brothers were never able to earn enough money working at their daily jobs to buy both the airplane and an engine. A new Roberts Aircraft Motor manufactured in Sandusky, Ohio cost \$1,500.00. One can only speculate on what might have happened had the Wilber brothers been able to afford a motor. They would have certainly had less delays and therefore would have been able to acquire more experience; maybe successfully developing their exhibition flying ideas or even becoming manufacturers.

Squawk: *FAA Extends 1st & 3rd Class Medicals*

By Sandy Gordley



The FAA has extended the duration of third class medicals from 36 calendar months to 60 calendar months (five years) and first class medicals from 6 calendar months to 12 calendar months for pilots under age 40.

Current and expired medical certificates are grandfathered under this rule. For example, a pilot under age 40 who has a third class medical that would have expired at the end of July 2008 under the 3-year limit is now good for

another 2 years. In other words, the medical won't expire until the last day of July 2010.

But what if you had let your medical expire? If you are under age 40, and the certificate was issued less than 5 years ago, it is now valid until the last day of the month, five years from its original issuance date.

If you turn 40 one day after you get your medical, it does not affect the duration.

Touch and Go: *Quiz*

By Sandy Gordley



1. Unless otherwise authorized, no person may operate an aircraft that has an Experimental certificate

- A. Beneath the floor of Class B airspace
- B. Over a densely populated area or in a congested airway
- C. From the primary airport within Class D airspace

2. No person may operate an aircraft in acrobatic flight when

- A. Flight visibility is less than five miles
- B. Over any congested area of a city, town or settlement
- C. Less than 2500 feet AGL

3. In addition to a valid airworthiness certificate, what documents or records must be aboard an aircraft during flight?

- A. Aircraft engine and airframe logbooks and owner's manual
- B. Radio operator's permit and repair and alteration forms.
- C. Operating limitations and registration certificate.

4. What is meant by the term "dewpoint"?

- A. The temperature at which condensation and evaporation are equal
- B. The temperature at which dew will always form
- C. The temperature to which air must be cooled to become saturated.

Static Vent: *The TSA is at it again!*

By Lori Douglas



I found this to be very interesting:

The AOPA has reported that the Transportation Security Administration has issued a directive that will require background checks for general aviation pilots based at airports served by airlines, starting next year. Those pilots who pass the background check will receive an ID badge to allow them access to the airport. The directive won't affect transient pilots, AOPA said, who will continue to be subject to the current escorting and monitoring requirements in place at airports that serve air carriers. Currently, most airports exclude GA operations from these security requirements, but that is about to change. "Pilots have long operated without incident on these airports,

and it is surprising that the TSA appears to have implemented such a significant new mandate with no notification or discussion," said Andy Cebula, AOPA executive vice president of government affairs. "It will have a significant impact on pilots and airports in many small communities across the country." Meanwhile, the TSA has announced a series of public hearings to be held in January to hear public reaction to its Large Aircraft Security Program, which has met with considerable opposition in the aviation world. (www.avweb.com)

Good grief! What's next?