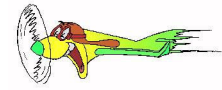
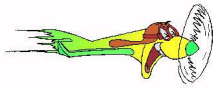


Huron County Airport

Scud Runner



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Pilot's Lounge: *High Flight*

By Sandy Gordley, Airport Manager

John Magee was the eldest son of an American father and an English mother. He was born in 1922 in Shanghai, China where his parents were serving as Anglican missionaries. He finished his education at Rugby School in Britain and won the school's poetry prize in 1938. In 1939 he moved to Pittsburgh to live with his aunt. He earned a scholarship to Yale University in July 1940 – where his father was then a chaplain – but he did not enroll. He, instead, chose to enlist in the Royal Canadian Air Force

He received flight training in Ontario at Trenton, St. Catharines and Uplands and passed his Wings Test in June 1941. Shortly after being awarded his Wings and being promoted to Pilot Officer, Magee was sent to Britain to train on the Supermarine Spitfire. It was while at #53 OUT that Magee wrote the famous poem “*High Flight*.”

While in Llandow, Wales, Magee had flown up to 33,000 feet in the Spitfire Mk I, which was his seventh flight in the Spitfire. As he orbited and climbed upward, he was struck with the inspiration of a poem – “To touch the face of God.” He completed the poem later that day after landing. He enclosed the poem on the back of a letter to his parents and his father, then rector of St. John's Episcopal Church in Washington, D.C., reprinted it in church publications. The poem became more widely known through the efforts of Archibald McLeish who included it in an exhibition of poems called “Faith and Freedom” at the library of Congress in February 1942.

“High Flight” has endured as a favorite poem among aviators and, more recently, astronauts:



HIGH FLIGHT

*Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered
wings;
Sunward I've climbed, and joined the tumbling
mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared
and swung
High in the sunlit silence. Hov'ring there
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long delirious, burning blue,
I've topped the windswept heights with easy
grace
Where never lark, or even eagle flew -
And, while with silent lifting mind I've trod
The high untresspassed sanctity of space,
Put out my hand and touched the face of God.*

A few months after Magee wrote the poem, he collided with another aircraft as he was flying through a bank of clouds. Both pilots were killed. John was just 19.

Squawk: *Gusting Winds*

By Sandy Gordley

A gust is a byproduct of mechanical turbulence in wind flow. The overlying pressure gradient – the change in air pressure over a given distance – determines the steady-state wind for the airport. However, as the air flows over and around obstacles, or reduces speed rapidly as friction from the surface slows it down, the change in wind speed or direction over a short distance – can create an eddy vortex.

Like a swirl of leaves on the tarmac, these eddy vortices spin off in a spiral. At some points, they are moving against the wind and the gust may be dissipated into much smaller eddies. At other points, the vortex may be moving at right angles – up, down or sideways. In these cases, the wind gust may be strong, but in general it will not be faster than the steady-state wind. They are, however, quite dangerous at



lower altitudes, as jolts from above or beneath may come as a complete surprise to an unsuspecting pilot. At points where the vortex is flowing in the same direction as the wind, however, the gust is additive to the normal wind flow, and may as much as double the wind speed.

A typical gust lasts for about 5-20 seconds. Anything longer is rare. It will also come up very suddenly and dissipate just as quickly. In fact, the onset of a gust can be nearly instantaneous, and it may take several seconds for a pilot to respond.

Boeing 737-500 ran off the runway at DEN on Dec. 20, 2008 during high wind conditions. Winds were out of the northeast at 28 kts. with gusts to 37.

Touch and Go: *Barometric Pressure - A Review*

By Sandy Gordley

Barometric pressure is another term for air pressure. We think of air as weightless, however air does have weight. The air molecules above a specific point on Earth weigh down (or exert pressure) on that point. This pressure is called barometric pressure and it is measured with a barometer.

Like all molecules, air molecules are pulled to the ground by gravity. The pressure of the molecules exert on the ground is dependent on the force of gravity. For example, the barometric pressure on the moon would be less than the barometric pressure on Earth because there is less gravity on the moon.

The density of a mass of air affects the barometric pressure. If the mass of air over a specific point on Earth is more dense, there are more air molecules exerting pressure on that point. Therefore, the barometric pressure is higher. If the same



mass of air is less dense, there were fewer air molecules exerting pressure on that same point, which means the barometric pressure is lower.

Hot air is less dense than cool air, which is why hot air rises and cool air falls. This can be explained by thinking about how molecules move in hot air and in cool air. Molecules in hot air are moving quickly, so they tend to bounce off each other and move apart, creating a less dense mass of air. Molecules

in cold air move more slowly, so they tend to stay together, creating a denser mass of air.

The altitude of a location affects the barometric pressure indirectly, because altitude affects temperature. For example, the temperatures in the mountains are colder, so the mountains have a higher average barometric pressure than the temperatures at the beach.

Compass . . .

