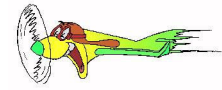
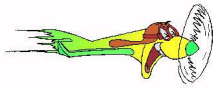


Huron County Airport

Scud Runner



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NOFA Inc.

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Inside this issue:

- Pilot's Lounge** 1
(from the Manager)
- Squawk** 2
(from experience)
- Touch and Go** 2
(flying tips)
- Compass** 2
(about the airport)



"Any pilot can describe the mechanics of flying. What it can do for the spirit of man is beyond description."

- Barry M. Goldwater
US senator

Pilot's Lounge: The Cessna 150

By Sandy Gordley, Airport Manager

The Cessna 150 was the third most produced civilian plane ever, with 23,949 aircraft produced. It was offered for sale in the 150 basic model, Commuter, Commuter II, Patroler and the aerobatic Aerobat models.

Development of the model 150 began in the mid 1950s with the decision by Cessna Aircraft to produce a successor to the popular Cessna 140 which finished production in 1951. The main change of the design was the use of tricycle gear, which is easier to learn to use than the tail wheel landing gear of the Cessna 140.

The 150 prototype first flew on September 12, 1957, with production commencing in September 1958. 216 aircraft were also produced by Reims Aviation under license in France. These French manufactured 150s were designated Reims F-150, the "F" indicating they were built in "France." U.S. costs \$6,995 for the Standard model 150, \$7,940 for the Trainer and \$8,545 for the Commuter.

All Cessna 150s have very effective flaps that extend to 40 degrees.

The best performing airplanes in the 150 and 152 fleet are the 1962 150B and the 1963 150C. Thanks to their light 1,500 lb. gross weight and more aerodynamic rear fuselage, they climb the fastest, have the highest ceilings and require the shortest runways. They have 109 knots cruise speed, faster than any other model year of either the 150 or 152.

All models from 1966 onwards have larger doors and increased baggage space. With the 1967 Model 150G the doors were bowed outward 1.5 inches on each side to provide more cabin elbow room.

A total of 22,138 Cessna 150s were built in the U.S., including 21,404 Commuter models and 734 Aerobats. Reims Aviation com-



pleted 1,764 F-150s of which 1,428 were Commuter models and 336 were Aerobats. Forty-seven F-150s were also assembled by a Reims affiliate in Argentina, including 38 Commuters and 9 Aerobats.

Of the total built, about 22,000 150s remain flying today.

The USAF Academy uses three Cessna 150s (T-51A) for training and competition. For better performance at altitude, these aircraft have been equipped with 150 HP O-320-E2D engines and propeller combinations.

The Air Force of the Democratic Republic of the Congo also uses the Cessna 150.

The Sri Lanka Air Force uses Cessna 150s as trainers. Except for its fleet of MiG-23UBs, these are the only non-Chinese-made aircraft which the SLAF uses for training.



Squawk: *Vortex Generators*

By Sandy Gordley

A vortex generator is an aerodynamic surface, consisting of a small vane that creates a vortex. They are installed on the leading edge of a wing in order to maintain steady airflow over the control surfaces at the rear of the wing. They are typically rectangular or triangular, tall enough to protrude above the boundary layer, and run in spanwise lines near the thickest part of the wing. They can be seen on the wings and vertical tails of many airliners. VGs are positioned in such a way that they have an angle of attack with respect to the local airflow.



VGs delay flow separation and aerodynamic stalling; they improve the effectiveness of control surfaces and alleviate potential shock-stall problems. Many aircraft carry vane VGs from time of manufacture, but there are also after-market suppliers who sell VG kits to improve the STOL (short take-off and landing distance) performance of some light aircraft.

VGs lower stall speed, improve low speed handling, improve short field performance, improve performance at gross weight, improve cruise and increase top speed.



Touch and Go: *Minimum Safe Altitude (FAR 91.119)*

By Sandy Gordley

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

Over other than congested areas. An altitude of 500 feet above the surface, except over open water or

sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, or structure.

Helicopters. Helicopters may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with any routes or altitudes specifically prescribed for helicopters by the administrator.

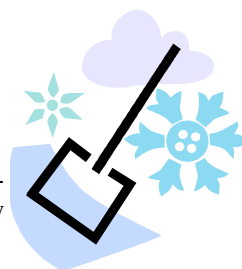
On sectional charts, manmade obstacles less than 300 feet in height may not be shown.

Compass: *Snow Removal*

By Sandy Gordley

The airport beacon has been repaired (warranty) and is operating. Some of the lights have been damaged by the snow plows, but they cannot be repaired until spring.

As most of you know, the county does not remove any snow from airport property. The snow is removed by a private contractor who is paid from the airport's operating fund. This contractor has several other "clients" who take priority over plowing at the airport. Keeping that in mind, sometimes it may take up to 24 – 36 hours after a major snow fall before



the airport's surfaces are cleared. Also, we try to have them plow only one time per "snowfall" in order to keep the cost down.

Please check NOTAMS and/or call the airport if you need to know the conditions of the surfaces.

This company knows not to pile snow at the taxiway intersections (any higher than 24") and also they are aware of the narrow taxi streets. Unfortunately, there has already been some turf damage done by the plows.