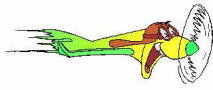
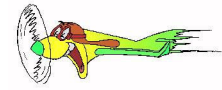


# Huron County Airport



## Scud Runner



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[www.huroncountyairport.com](http://www.huroncountyairport.com)



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"The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline luggage."

- Mark Russell

## Pilot's Lounge: *Amazing Pilot*

By Sandy Gordley, Airport Manager

Can you imagine flying an open cockpit airplane at an altitude of 48,000 feet? On September 28, 1921, Lt. James MacReady flew a LUSAC-11, fitted with a turbocharged Liberty, to a height of 34,507 feet. In 1924, he flew an XCO-5 to a record altitude of 40,800 feet! The XCO-5 was an improved high-altitude test plane in which MacReady set various world high altitude records. On practically every flight, he encountered some kind of emergency, such as the supercharger over speeding and exploding, engine failure or cooling system freeze-up or a propeller flying off of its shaft. For courage and zeal in the face of unknown dangers and extreme hardships, Lt. MacReady was awarded the Mackay trophy for 1921.

MacReady, a Stanford University graduate who enlisted in the Air Force Branch of the Signal Corps in 1917, packed a pile of "firsts" in his relatively short initial career. He served as officer in charge of flying at Brooks Field, Texas, where he wrote the manual on "flying: "The All Through System of Flying Instruction as Taught at Brooks Field." From Brooks he went on to become chief test pilot and chief of the flying section at McCook Field, Dayton, Ohio.

In addition to altitude records, he also sandwiched in a few other firsts such as the first demonstration of successful crop dusting in 1921; the first aerial photographic expedition across the United States and the first night parachute jump



in 1924.

His most famous record was obtained when he and an associate, Lt. O. G. Kelly, completed the first nonstop flight across the U. S. where the pair won another Mackay Trophy. This third and successful attempt was made in a Fokker T-2. They took off from Roosevelt-Hazlehurst Field on Long Island, New York, May 2, 1923. They traded stints at the controls, until MacReady landed the T-2 in San Diego, May 3, completing the nonstop transcontinental journey in an official time of 26 hours, 50 minutes and 38 seconds.

After resigning from the Air Force in 1926, MacReady continued to promote aviation by participating in exhibition and racing events. During World War II, MacReady was recalled to active duty as a colonel and commanded several Army Air Force groups, as well as serving North Africa as inspector general for the 12<sup>th</sup> Air Force. He retired from active duty in 1948 and died Sept. 15, 1979. He remains the only three-time recipient of the prestigious Mackay Trophy.

# Squawk: *Segmented Circle*

By Sandy Gordley

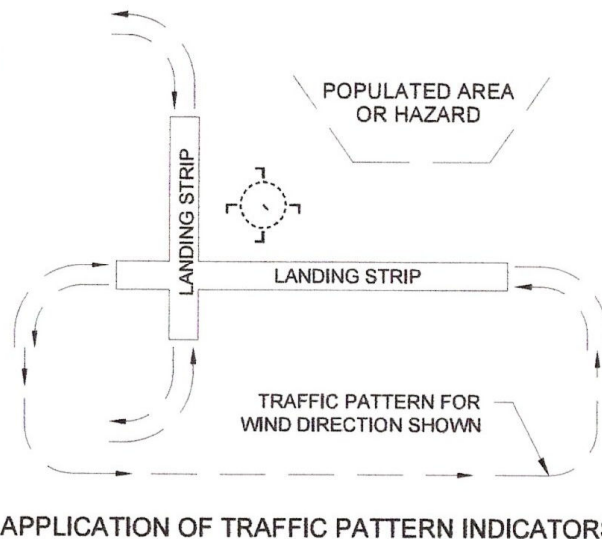
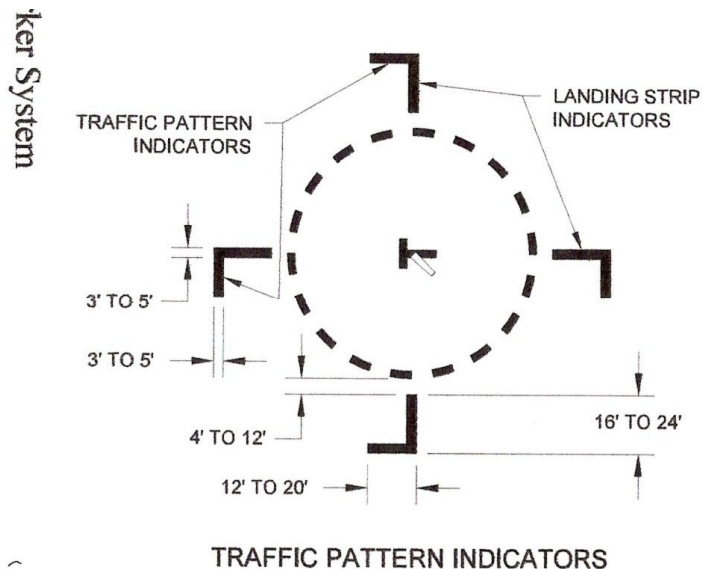
**Upwind leg** – parallel to the landing runway in the direction of landing; also refers to straight-out portion of departure.

**Crosswind leg** – 90 deg. to the landing runway, normally on its takeoff end.

**Downwind leg** – parallel to the landing runway in the direction opposite to landing.

**Base leg** – 90 deg. to landing runway off its approach end, extending from downwind leg to intersection with extended runway centerline.

**Final approach** – a flight path in direction of landing and along extended runway centerline, from base leg to runway threshold.



# Touch and Go: *Notice from AOPA*

By Sandy Gordley

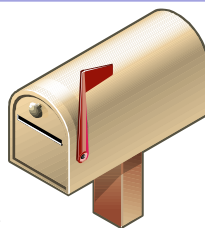


Since February 9, 2009, pilots who fly within 60 nautical miles of the Washington, D.C. (DCA) VOR, *even if they do not fly into the D. C. Metropolitan Area Special Flight Rules Area (SFRA)*, must complete an online Federal Aviation Administration (FAA) training course.

All pilots flying within 60 nautical miles of the Washington, D.C. (DCA) VOR need to have completed the FAA’s Navigating the ADIZ/SFRA online course at [www.aopa.org/adizfaa](http://www.aopa.org/adizfaa), and should be able to present their course completion certificates, if requested, “within a reasonable time.”

# Compass

By Sandy Gordley



Please check your mail. Some of you have received hangar lease renewals that need to be signed and sent back to the airport.

Also, we are attempting to “gear up” for our Wings & Wheels event in 2009. Typically, it has been held the



second Saturday in August. We are looking for a service organization who might like to take charge of the breakfast. The airport will not impose any fees on the organization, we would just really be happy if someone wants to take over this part of the event. Let us know if you find someone who may be interested.