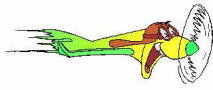
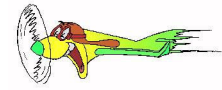


Huron County Airport



Scud Runner



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NOFA Inc.

Visit the 5A1 airport website:
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"The airport runway is the most important main street in any town."

— Norm Crabtree
former aviation director
for the state of Ohio

Pilot's Lounge: *Flight #1*

By Sandy Gordley, Airport Manager

National Airlines System – 1937: "Good morning! Welcome aboard Flight One to Miami, with intermediate stops in Tampa, Sarasota and Ft. Myers. Today's flight is very special, as you are flying National's newest airplane, the Stinson Trimotor along with the personalized service of a stewardess. I am Charlotte Georgie and after take-off it will be my pleasure to serve you gum, magazines and cigarettes. I will be coming through the cabin to meet all of you personally, pointing out areas of interest as our flight progresses. We will be flying today at the speed of 125 miles an hour."

This "Giant of an Airplane" as the St. Petersburg Times called it, held eight passengers and a crew of three. It was equipped with two-way radio communications for ground stations at Jacksonville and St. Petersburg. The pilot had to adjust the stabilizer every time the stewardess walked up and down the aisle.

In two published interviews with Charlotte, she gave amazing details of that flight. During the flight, she was called up to the cockpit and informed they were going to make an emergency landing because of an engine problem. She didn't know enough about flying to be scared, she recalled, so she just went back and sat in her little jump seat and waited. They landed in a farmer's muddy field with little damage to the airplane.

Charlotte was upset, as the new uniform that she and her mother designed and made, a white silk gabardine, became muddy when she waded out of the field. The passengers were sent on to Tampa by bus while the crew waited for a mechanic from St. Petersburg to come and fix the engine.

Charlotte Georgie was personally hired by



George T. Baker. He founded the airline in 1934 as a mail carrier between St. Petersburg and Daytona Beach, Florida. When Mr. Baker met young Charlotte at a Yacht Club in 1937, he offered her the job as his first stewardess. Her pay was \$75.00 a month with a free room at the one layover she had in Daytona Beach. Charlotte's "One Glorious Year" ended the day Mr. Baker purchased a Lockheed Loadstar. He explained to Charlotte that the airline could no longer afford the frills of a stewardess. It would be 1940 before National would once again hire a stewardess.

The Model A was the last tri-motor designed. There were 30 of the low wing planes built before production ceased in 1936. It was an eight seat feeder liner used by American Airways (now American Airlines).



Squawk: “TFRs” (AIM 3-5-3)

By Sandy Gordley

Pilots are responsible to comply with regulations when conducting flight in an area where a temporary flight restriction is in effect, and should check appropriate NOTAMs during flight planning.

The purpose for establishing a temporary flight restriction area is to:

Protect persons and property in the air or on the surface from an existing on imminent hazard associated with an incident on the surface when the presence of low flying aircraft would magnify, alter, spread or compound that hazard (91.137(a)(1).

Provide a safe environment for the operation of disaster relief aircraft (91.137(a)(2).

Prevent an unsafe congestion of sightseeing aircraft above an incident or event which may generate a high degree of public interest (91.137(a)(3).

Protect declared national disasters for humanitarian reasons in the State of Hawaii (91.138).

Protect the President, Vice President or other public figures (91.141).

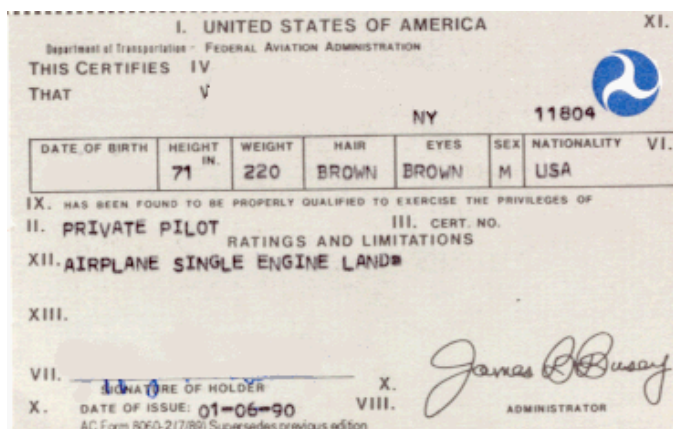
Provide a safe environment for space agency operations (91.143).

Touch and Go: Request for Change of Certificate Number

By Sandy Gordley

Some of us “older” pilots were issued certificates that used our SS number as the certificate number. I don’t even want to think about how many times I have written that number into someone’s log book. I have finally gotten around to changing the number in order to protect my identity. If you, or someone you know, needs to do this just “google” the request to bring up the form - OR – copy it from AC 8060-67. Instructions will be included.

http://www.faa.gov/licenses_certificates/airmen_certification/change_certificate_number/



Compass: Stimulus Funding for Airports

By Sandy Gordley



The American Recovery and Reinvestment Act (ARRA) funding for aviation in Ohio is being handled by ODOT and FAA. Huron County Airport has submitted two projects to be considered for federal stimulus funding:

1. Obstruction Removal, Drainage Improvements and Pavement Sealcoating: Estimated construction cost is \$490,000.00. The project will generally include: drainage improvements via replacement of an existing 36-inch culvert with a proposed 300’ arched culvert and about 4000’ of ditch cleaning and re-grading. 15 acres of obstruction removal via clearing and grubbing of trees; 13,000 square yards of pavement sealcoating of taxi streets surrounding existing T-hangars, the main apron and Taxiway A; and asphalt replacement of Taxiway B. Project duration is 60 working days.

2. Rehabilitate Runway Lighting and Wind Cone and Construct Electrical Building: Estimated construction cost is \$659,000.00. The project will generally include replacement of the existing runway lighting with Medium Intensity Runway Lighting (91 lights) and replacement of the existing direct buried cables with airfield lighting cables in conduit (11,000 feet of conduit and 26,000 feet of cable). The project also includes the installation of two runway hold position signs and relocation of the wind cone. Furthermore, the project includes construction of an airport electrical building to house power supply equipment, panels and a regulator for the runway lighting circuit. Project duration is 40 working days.

The “design” portion of each of these projects have been completed and were part of our FAA AIP Grants for 2006 & 2007. Those grants are 95% FAA and 5% local.