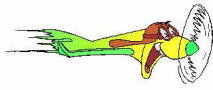
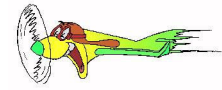


Huron County Airport



Scud Runner



Volume 6, Issue 8

August 2009



NOFA Inc.

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"Citation 123, if you quit calling me center, I'll quit calling you twin Cessna."

*ATC Transmission
KORD*

Pilot's Lounge: *EAA Oshkosh*

By Sandy Gordley, Airport Manager



The Experimental Aircraft Association's Fly-In Convention, now known as EAA AirVenture Oshkosh, has been in existence nearly as long as the association itself. The first gathering was in September 1953 as a small part of the Milwaukee WI Air Pageant. That original EAA fly-in at Wright-Curtis (now Timmerman) Field was attended by a handful of airplanes, mostly homebuilt and modified aircraft. Fewer than 150 people registered as visitors.

EAA's fly-in grew quickly in its first few years and by the late 1950s it had outgrown the area of the Milwaukee Airport it was allowed to use. In 1959, the event moved to the Rockford IL Municipal Airport, where it would stay for the next decade. During these years, such diverse aviation interests as Warbirds, antiques and aerobatic performers became part of the EAA event.

By 1969, it was apparent that the EAA Fly-In Convention had simply become too large for the Rockford facility. EAA had grown from a home basement operation to an office and museum in the Milwaukee suburb of Franklin. In late 1969, the EAA Board approved the move to Oshkosh. The new home had acreage surrounding the airport which could handle the annual influx of airplanes, vehicles and tents. There were two lengthy runways that did not cross, allowing greater traffic movement. Oshkosh city officials eagerly sought the event and the economic

boost it would provide.

Through the 1970s and 80s, the Convention exploded into national prominence. Attendance jumped into six figures each year and the event became one of sport aviation's top gatherings. Today, more than 4,000 people donate their time and talents to help prepare and coordinate the Convention's grounds and activities. The Convention now serves as one of the world's premier aviation events, attracting top government officials, corporate leaders and hundreds of thousands of aviation enthusiasts. It spans the entire spectrum of aviation and attracts 10,000 airplanes each year. The more than 500,000 people who attend the event annually supply the local and state economies with more than a \$110-million boost during the week-long event.

After EAA AirVenture 2008, the largest site improvement upgrade in the event's history began. The project, which will be completed in phases over a 10-year period, includes many visitor enhancements, exhibitor-area expansion and more to retain the fly-in's world-class status.

Today, an AirVenture participant can study the latest aircraft and innovations; discover new ideas and techniques from the nearly 1,000 forums and workshops; see aviation's top personalities; or just talk airplanes with people from around the world.

Squawk: GA Shipments Down in 1st Quarter 2009

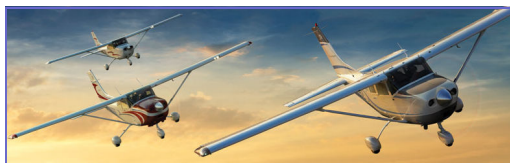
By Sandy Gordley

For the first three months of 2009, deliveries of GA aircraft fell to 462 aircraft, a 41.1% drop from the same period last year, and industry billings fell 18.2% to \$4.34 billion according to the General Aviation Manufacturing Association (GAMA).

“This is an extremely difficult time for our industry,” said GAMA President and CEO Pete Bunce. “We are dealing first and foremost with the severe negative effects of a worldwide economic downturn, but also with unwarranted criticism focused on the industry. The result has been the cancellation of orders for new airplanes and the loss of more than 15,000 high-paying jobs for American workers over the last several months.”

The piston-airplane segment was down 55.1% in the first quarter, with 179 units delivered as compared to

399 airplanes in the first three months of 2008. The turboprop segment was the only segment that experienced growth in the first quarter, with 92 units delivered, up 3.4% from the same period in 2008. Business jet shipments fell 35.7%, with 191 airplanes delivered.



By manufacturer, Cessna delivered two 172 Sky-

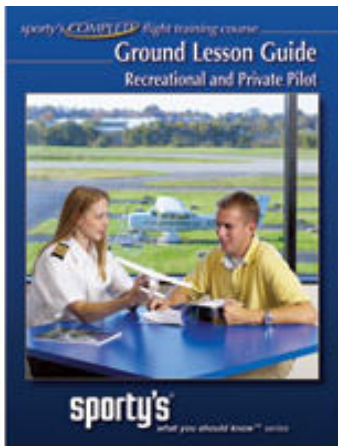
hawks, 16 Skyhawk SPs, three 182 Skylanes, seven Turbo Skylanes and nine 400s. Cirrus delivered three SR20s and 36 SR22s; Diamond delivered four DA20-C1s, 32 DA40s and nine DA42s; and Liberty delivered two XL2s. In addition, Mooney delivered three M20TN Acclams and Piper delivered two Seneca Vs.

Touch and Go: Next Step

By Sandy Gordley

“How many parents know their child may take flying lessons at any age?” asked Sporty’s Founder and Chairman Hal Shevers. “How many know their child may solo at just 16 years of age and a glider at 14? And how many parents understand the lifetime opportunities that open up for their children through a passion for flight?”

To help them answer those questions, Sporty’s will give EAA \$250,000 over a three year period to finance a new program called Next Step, an outgrowth of the Young Eagles program, that allows young people who have just taken their first airplane ride to pursue flight training.



Sporty’s will make its Complete Pilot Training Course available online at no charge to Young Eagles, and each will receive a regulation logbook and will be paired with EAA chapter members who will mentor him or her on figuring out how to begin training. The donation will also fund a full-time salaried position at EAA headquarters in Oshkosh to administer this program. Approximately 80,000 to 100,000 young people become Young Eagles each year.

Compass: Miscellaneous

By Sandy Gordley

Temporary Closures: The closures on June 26, 27 & 28 went without incident. The next one is planned for August 1st from 9:30 p.m. to around 2 a.m. Check NOTAMS as the date approaches. As I said earlier, the FAA has approved closures for this year only so we do not know what will happen in 2010. Thanks to every-

one who took the time to answer the survey. Your input is very important.

Wings & Wheels: Mark your calendar! It will be held August 8th from 8 a.m. to noon.

