



Scud Runner

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"Unquestionably, there is progress. The average American now pays out twice as much in taxes as he formerly got in wages."

*H.L. Mencken
(1880-1956)*

Pilot's Lounge - Jim Bede Story

By Sandy Gordley

Learjet's Bill Lear called Jim "the best damned airplane designer in the world." James R. Bede has designed and built more planes, received more awards, holds more patents and has garnered more attention than nearly anyone else in the aviation industry.

Bede's list of aviation design achievements is staggering: 18 innovative aircraft that include standouts such as the piston-engined BD-5 pusher and the BD-5J mini-jet; the twin-finned fighter-like BD-10, designed to hustle a flying executive across the country at supersonic speeds; and the long range BD-2 (in which Jim broke three distance records and took a shot at a solo globe-circling record in 1969) is strikingly similar to the later Kelly Johnson-designed U-2 spy plane. A classically trained aviation engineer, he graduated at the top of his class from Wichita State University, with a degree in aeronautical engineering, and joined North American Aviation as a performance engineer. He left there in 1961 to fulfill his dream of building a plane for everyone, founding Bede Aircraft Corporation.

A year later, he unveiled the BD-1, which evolved to become the successful Grumman Yankee, a single-engine, two-place low wing design. Intended as a kit plane, it was the first homebuilt aircraft to reach the public consciousness. Snatched up by Grumman, the BD-1 never made it into production as a homebuilt, but the plane itself is truly ageless. Today, in a plant in Medina, OH, the first model of its lighter, faster,



easier-to-build descendent, the BD-18 is nearing rollout, using construction and fabrication techniques undreamed of in 1962.

Today, BedeCorp and its JLN Distributors, Inc. partner, are a family business as a new Bede generation kicks in. Sons Jim Jr., who also runs a successful environmental remediation company; Jeff, an aircraft fabrication expert; and daughter Nancy Davis, who owns her own company, form a professional business team that allows Jim to devote his time to aircraft design and consulting.

He operates from Medina, OH, where he works on the new single-place BD-17, a low-wing sports plane with exceptional range and choice of engines. There are further surprises in store, as he puts the finishing touches on its big brother, the two-place BD-18, son of BD-1 and Yankee. In a sense, the BD-18 brings Jim full-circle, refining the design techniques he pioneered that propelled the homebuilt aircraft industry into the 21st century.

Squawk - Determinants of Airplane Performance

By Sandy Gordley

Air density is perhaps the single most important factor affecting airplane performance. The general rule is that, as air density decreases, so does airplane performance.

Altitude, barometric pressure and humidity all affect air density.

The density of air DECREASES:

1. As air temperature increases
2. As altitude increases
3. As barometric pressure decreases
4. As humidity increases

Also, the engine produces power in proportion to the

density of the air, thus, as air density decreases, the power output of the engine decreases. This decrease in power is true of all engines not equipped with a supercharger or turbocharger.

Additionally, the propeller produces thrust in proportion to the mass of air being accelerated through the rotating blades. Thus, as air density decreases, propeller efficiency decreases.

And, the wings produce lift as a result of air passing over and under them. As air density decreases, the lift efficiency of the wings decreases.

Touch and Go - LAHSO

By Sandy Gordley

Land and Hold Short Operations is an ATC procedure that requires pilot participation in order to balance the needs for increases airport capacity and system efficiency with the requirement for safety. LAHSO can be done safely provided pilots and controllers are knowledgeable and understand their responsibilities.

At an airport with an operating control tower, ATC may clear a pilot to land and hold short. Pilots may accept such a clearance provided they have determined that their aircraft can safely land and stop within the available landing distance.

The pilot-in-command has the final authority to accept or decline any land and hold short clearance. Pilots are expected to decline a LAHSO clearance if they determine that it will compromise safety.

A LAHSO clearance, just as with any other ATC clearance, must be adhered to once accepted, unless an amended clearance is obtained or an emergency occurs.

A LAHSO clearance does not eliminate the possibility of a rejected landing (go-around).

Cockpit - IMSAFE Checklist

By Sandy Gordley

Illness – Am I sick today? Am I coming down with a cold or other ailment?

Medication – Am I taking any medications that would impair my ability to act as PIC?

Stress – Am I under a lot of stress right now (work, family or other pressures)?

Alcohol – Have 8 hours, or more, elapsed since I last consumed alcohol?

Fatigue – Have I had enough rest or am I feeling sleepy?

Eating – Have I had enough to eat or am I feeling hungry or thirsty?

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