Lat 43-23-17.266N
lon 072-11-21.315W

Parlin Field
2B3
Gateway to the Lake Sunapee region

Field Elevation 786
Unicom 122.8

News and Events at the Parlin Field Airport, Newport, New Hampshire
November 2009

Lights Out – and Back on Again

On an evening return trip to Parlin Field, **Will Dismukes** discovered several runway lights out of service on the east side of runway 36. The immediate suspect was a short circuit on the south end of the runway due to flooding that had occurred a few days earlier. **John Merriman**, original designer of the runway lighting system, discovered the real culprit – a shorted connection on light number 2 at the north end of the southeast quadrant, well away from the flooded area.

Apparently, the shorted connection was caused by water penetrating a moisture-proof seal around the insulated connector (good connector in left photo). The water induced a short circuit, which created enough heat to melt the insulation and eventually blow the fuse (failed connector in right photo). John says we can expect this to happen again somewhere in the lighting system, but next time he has a method for more quickly isolating and repairing the fault.

We check lighting on a regular basis. Nevertheless, if you see any runway lights out, please let the airport manager know so we can make repairs and post a NOTAM if necessary.

Turf Runway Closed for the Season

The turf runway 12/30 will be closed for the winter season beginning November 16. Yellow cones that mark the runway are removed when the runway is closed. The turf runway may be used for various town-sponsored events during the winter, but those events are not expected to close the airport or affect operations on paved runway 18/36.

Tale of the Plugged Culvert

A 250 foot long concrete box culvert, 3 feet high and six feet wide, runs under the south end of runway 18/36. The culvert drains the old oxbow on the east side of the runway into the Sugar River on the west side. Local pilots and regular visitors to Parlin Field will remember that a problem with the culvert caused the runway to fail last May (*see July 2009 newsletter*).

During the summer months, sticks, mud, and other debris collected about 20 feet inside the upstream end of the culvert. The debris created a very effective dam and nearly blocked water flow through the culvert.

Because the entrance to the culvert is protected by a heavy metal screen, understanding exactly how so much debris got inside the culvert is a bit of a mystery. Most people assume that crafty beavers have ingenious ways to accomplish their mission.

Regardless of how the debris collected, removing the debris dam was critical to avoid serious flooding and possible runway failure next Spring. Initially, the Town crew was able to punch a hole in the debris and lower the water level enough to so workers could get inside the culvert. Over the next few weeks, with volunteer help at various times from **Jim Callum**, **Rick Kloeppel**, and **Judy Kelsea**, we cleared debris from the culvert by wading inside the culvert and removing logs, sticks, mud, and other debris by hand. At one point, while groping in the dark and pulling on slimy sticks in the cold water, my fingers sunk into something heavy, soft, and cold. My immediate thought was a dead beaver who had become trapped inside the culvert. That was enough for the moment. We later retrieved that object and it turned out to be a sandbag. When we finally cleared the culvert, the

debris included 5 sandbags and several large rocks in addition to the logs, sticks, and mud.

Runway Condition and Maintenance

The paved runway has about 25 major cracks at least 1 ½ inches wide, and a very large number of minor cracks. Nearly all of the major cracks are transverse (perpendicular to the runway centerline), but minor cracks are both longitudinal and transverse.

Unsealed cracks accelerate runway deterioration due to water infiltration, frost heaving, and erosion of crack edges due to impact forces from aircraft tires. At some point, the paved surface crumbles. A small section of the runway is nearing this condition. Major cracks affect runway safety because tires can become "trapped" in a crack and cause a pilot to lose control of their aircraft. This is especially true for tailwheel aircraft operating on runways with longitudinal cracks.

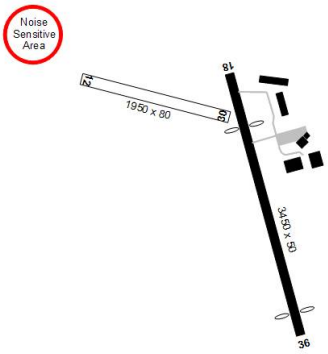
In an effort to extend the life of the paved runway, volunteers **Jeannie Dismukes**, **John Merriman**, **Rick** and **Betsy Kloeppel**, and **Jim Callum** have been sealing cracks using equipment owned by the State Bureau of Aeronautics. The most recent crack sealing occurred on a 250 foot section near the south end of the runway. Sealing cracks may extend the life of the runway, but cannot improve its condition.

Update on Tree Removal

As reported in the October newsletter, Mr. Ruger is removing trees from the north end of the paved runway. As of early November, it appears that softwoods (pine, hemlock) have been removed in the first phase of cutting. Only deciduous hardwoods remain. Without leaves on the trees and with softwoods gone, pilots on approach to runway 18 can see runway pavement through the hardwoods. The tops of these deciduous hardwoods are thin as wires and difficult to see. Please use caution, remain alert, and watch for trees on approach to runway 18.

Noise Abatement

In spite of our best efforts, we still suffer occasional violations of the noise sensitive area northwest of the airport. Most of these violations are due to transient pilots who are unaware of the newly instituted procedures. Those pilots are happy to comply once they have the facts.



As a reminder, please avoid overflight of the noise sensitive area 3,000 feet northwest of the airport, particularly when departing under climb power. Pilots departing runway 36, fly runway heading to 2000 MSL, at least 1 nm beyond the end of the runway before turning left.

Upcoming Events

Nov 4 Chill & Grill. 6:00 PM. Lil' Red Baron.

Nov 17 Airport Advisory Board meeting. 6:30 PM. Operations Building.

Nov 18 Chill & Grill. 6:00 PM. Lil' Red Baron. Sponsored by Recycled Pilots, LLC.

Jul 10 **2010**. Comanche Fly-In. Rain date Jul 11.

About Parlin Field

The Parlin Field is owned and operated by the Town of Newport, New Hampshire. It is a community airport that enjoys support from pilots, tenants, stakeholders, and the community at large. It does not receive Federal funds.

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