

Hangar Flyin'



February 2018

www.eaa471.org

President's Message Jeff Clement

2018 is upon us! The state of Chapter 471 is STRONG!

Chapter involvement is what keeps us alive and well! And we are so fortunate to have a group that knows that. Thank you to all that share his/her talents with our club. I had asked for your ideas and support this year and the January breakfast meeting did not let me down! Ideas for meeting presentations, club promotion, and general interest were abundant.

Topics of interest at this point for the board are

- a) A club email address (Sam has already been brainstorming on this in the past and has some great ideas on handling the security, Thank you Sam).
- b) a Facebook page dedicated to Chapter 471, its activities, and aviation interests we participate in (we have a volunteer ready to undertake this task!)
- c) possible VMC Club activities (providing I can get 4 interested people and an instructor that will participate)

All of these points, and future points and ideas, will promote our club and build membership this year. 471 will continue to be an organization of pride and rich participation.

I would like to welcome new members in January. Ron Guy and his wife Georgia of Abilene, and Evan Owen of Irving. We are all excited about getting to know you and having you in our chapter!

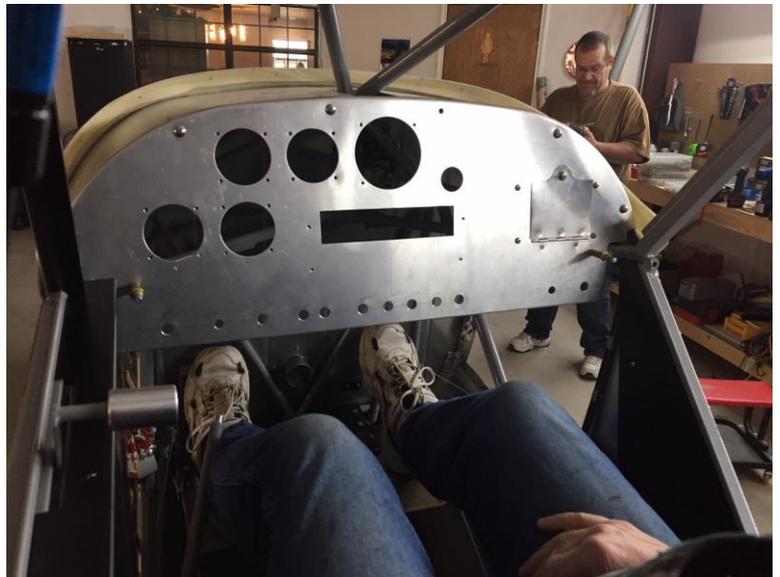
Looking forward to the breakfast meeting and fellowship on the 10th. See you all there!

Cub Project Taking Shape *by Sam Evans*

Chapter member Larry Vetterman and his wife Cathy have spent the last two winters in Abilene since finishing their hangar home at Executive Airpark. They usually come down from Hot Springs, South Dakota around mid-November and head back when things warm up sometime in March.

If you get to know Larry very well, you'll quickly find out that he's the sort of guy that needs to be working on something. So, as a winter project, Larry decided that he would build a Cub; at least the biggest part of it, while he was here in Texas. When he came down in November, he was pulling an enclosed trailer containing a pre-welded Cub fuselage along with a lot of associated parts and tools.

At this point, Larry has completed most of the interior work including the fuel system, cable pulleys, instrument panel, wind screen, elevator trim and more. His engine should be arriving soon which will give him plenty more work to do before heading back to Hot Springs. He'll load the project into the trailer and complete it there this summer.



Larry likes to build "light" whenever possible. Note, for instance, that he drilled 'lightening holes' in the cable pulleys. He'll also be using an EarthX battery saving about 10 pounds in weight.

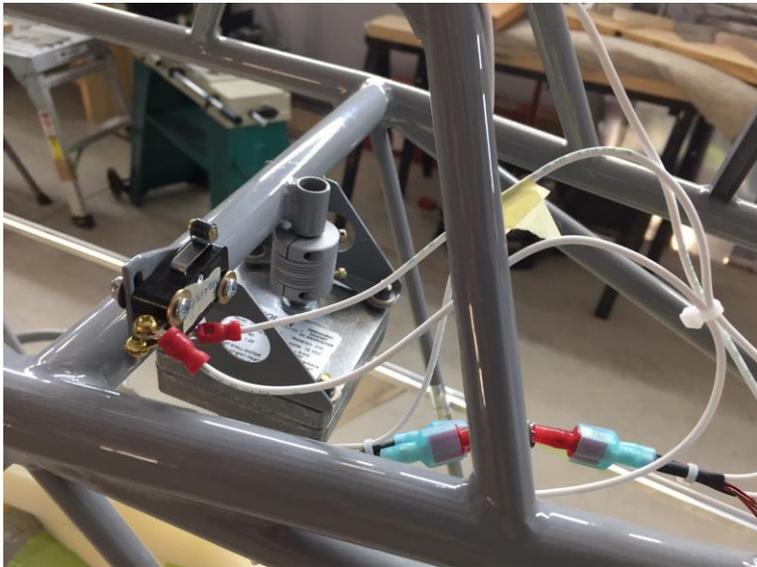
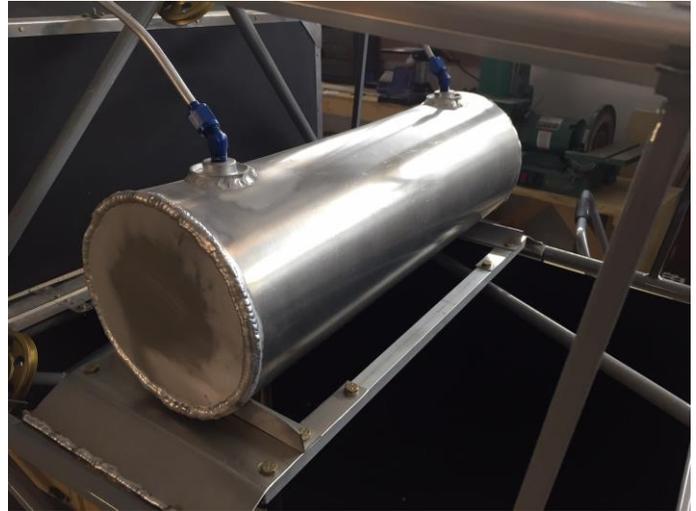


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Left: Larry made an access panel in the side of the boot cowl to make maintenance in the forward fuselage area much easier.

Below: A fuel 'header tank' installed in the aft fuselage



Left: Electric elevator trim system.

Looking Good, Larry!



New Pilot Joins the Ranks!

by Sam Evans

After several months of intense instruction, chapter member Rusty Lindfors made his first solo flight. On December 29th, Rusty's instructor, Gary Potter, told him it was all his. So Rusty boarded the Cherokee 140, "Droopy", and made the successful flight. Way to go, Rusty! Many blue skies for you.



Above: Rusty prepares to make his first solo flight.
Right: After the flight, Gary Potter signs his log book.

How much is their gas?

by Sam Evans

That's a question pilots hear and ask quite often when talking about 100LL prices. But the question should be: "*How much is their gas costing me?*" It sounds like a simple question, but it has a complicated answer. Recently, Abilene Aero made 100LL available at their new self-serve pump. The current price is \$3.99, compared to their full service price of \$5.99. That's a sizable savings. But hold on a minute! Elmdale, just three miles away, is selling gas at \$3.79; that's another 20¢ savings. But let's say in my case, I go over to Elmdale and dispense 35 gallons into my RV tanks, I would save a whopping seven bucks. Even better over at Cisco, they're selling their gas at \$3.50. They're only forty miles away and I can be there and back in no time. How about I just run over there and fill up? That'll save me 49¢ a gallon, or \$17.15 on a 35 gallon fill-up. And besides, I won't use much gas coming back to Abilene. Right? In either one of those cases, I might have to think about that just a bit more.

As you know, there are plenty of costs wrapped into running that engine *besides* the price per gallon of gas. When you put a pencil to it, *real* operating costs become clearer. What's the overhaul cost on a run-out engine? Well, the range of answers to that question is as wide as the sky. Mark Reed at Abilene Aero told me they just installed a factory re-man O-360 for someone and it had a \$35K price tag. I'd say that's pretty close to the top of the range. I won't even try to guess the bottom end; you get what you pay for. Nonetheless, whatever you think it is, divide that by 2000 (*approx. TBO*) to give you a ballpark cost of wear and tear per hour on your engine. Then there's oil, filters, plugs, tires, etc. You see where I'm going with this and it's something to think about.

continued...

There are so many factors to consider, and every pilot will have to decide what works best for him or her on any given day. I was getting most of my “local” gas at Coleman, Cisco or Stamford. Rarely would I call for the Abilene Aero gas truck at their full-service price. Now, with the self-serve on the field, I can land, taxi over to the pump and fill up. After I taxi to my hangar, the fuel totalizer shows only 2/10th gallon used. At the current price spread, it would be foolish for me to go to any other airport *just* to get gas. Plus, it’s a good feeling knowing that my plane is in fact, “topped-off” and ready for another flight when it goes into the hangar. Lastly, and importantly, never compromise your safety by trying to “stretch” the last few gallons in your tank in order to get to an airport with ‘cheaper gas’. YMMV. *Sam*



Around the Airdrome *by Sam Evans*

Good grief! ...When is it ever going to warm up? As I get older, I find that I don’t handle the cold as well as I once did. At any rate, I have seen some activity around the airport since the holidays. I even surprised myself when I was recently adding-up my flight time and saw that I had put about 6.5 hours on the 7A since mid-January. 1.5 of that was when I took **Lon Beasley** over to Brownwood to pick-up his Cherokee that had been recently annualed.

Those that I’ve seen out flying are:

Ron Pearson

Jeff Randall

Dave Bradshaw (was out flying his C120 with winds 17, gusts 24)

Josh Parker

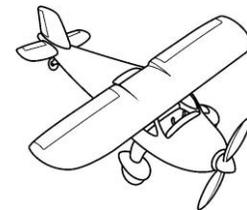
Larry Chapman

Gary Potter

Rusty Lindfors

Steve West

Cliff Hale



Also, working on their planes or projects were **Dick Humphrey, Mike Hanneman, Dave Arrighi, Jim Berry, Chris Ulibarri and Audie Gill.**

There are probably more and I offer my apologies if I missed you.



**Monthly Breakfast
Hangar 3
Saturday, February 10
9:00AM
Full Breakfast Will Be Served**

2018 Chapter Officers:

President:	Jeff Clement
Vice President:	Steve West
Secretary:	Betty Jane Clement
Treasurer:	Hobby Stevens
Category II Directors:	Audie Gill Ron Pearson
Category III Directors:	Lon Beasley Steve Krazer Brian Trail
Technical Advisor:	Frank Berg
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