

Hangar Flyin'



March 2018

www.eaa471.org

President's Message Jeff Clement

Well let's all breathe a sigh of relief since ATC privatization is dead for now. We appreciate all involved parties that worked to keep it safe and as fair to all pilots as it can be (being a government issue). Please, stay involved and support the organizations that put money and hours into the ongoing legislation that affects our flying activity. (*ed. You can read more about the privatization [here](#) on the AOPA website.*)

Many Young Eagle events coming up that need volunteers to make them work. Charlotte has four events scheduled in a less than two-month period. Thank you to all who have already stepped up and committed. She has also updated the events calendar for us at eaa.org. Look at it and suggest anything else we need to do there to raise awareness of our chapter.

Teresa is already hard at work on the new Facebook project. She has a lot of experience in this area and we can all be involved with suggestions and great ideas!

The VMC project is moving forward. I have attended the required class to gain access to the information at eaa.org. Radek Wyrzykowski, the national coordinator for VMC/IMC clubs, has contacted me and I look forward to working with him. Big thanks to Dave Bradshaw, Steve West, Chad Rubino, and Bryan Stockton for raising their hand as founding members of this venture. We will let all know when the initial meeting is scheduled.

I'd like to give a shout out to new members that I am aware of. If someone gets left out, it is all on me and I apologize in advance. This last month we had Bryan Stockton and wife Velva as well as Duff Young. Ya'll shake their hand and give'em a big welcome when you see them.

And, as always, THANKS to all who make Chapter 471 what it is. You know who you are!

Jeff

UPCOMING YOUNG EAGLES EVENTS



Charlotte Rhodes, the Chapter's Young Eagles coordinator, has been spending a lot of time lately getting several YE events lined-up. Listed below, are the event venues and dates. There have been commitments from a few pilots at this point, but Charlotte says that more are needed. Also, there is always a need for volunteers on the ground. Please contact Charlotte if you can help out. Call or text 325-669-9825 or email charlotterhodes@hotmail.com

April 21 **Coleman (KCOM)**

May 5 **Dyess AFB (DYS)** *(The Dyess event will require a great deal of paperwork. Let Charlotte know soon if you are interested in flying this event.)*

May 26 **Sweetwater (KSWW)**

Jun 9 **Abilene (KABI)**

Important: Make sure you have completed the [Youth Protection Program on the EAA website](#) before you fly any Young Eagles.

The Power of Enthusiasm

By Ben Mallon

My dad grew up in Janesville, Wisconsin. When he was about three years old (about 1924), he heard a strange noise in the sky. Looking up, he saw three tiny aircraft flying high overhead. "Look at those toys!" he told his older friend. His friend told him "No, those aren't toys, they are Army airplanes, and soldiers are flying them. Their job in the Army is to fly airplanes."

This brief incident changed my dad's life. His first job, during the Great Depression, earned him 13 cents an hour. He saved every possible penny to help buy gas for his friend, who was working on his pilot's license. Once his friend accumulated enough solo hours, he was allowed to bring my father with him in the back seat, although rules dictated that the rear stick had to be removed. Dad would loosen his lap belt and peer over his friend's shoulder, watching as he operated the stick, pedals and throttle.

When dad enlisted in the Army during World War Two, all the soldiers were tested for aptitude. After the tests were handed in, a Sergeant walked back into the room and said "Which one of you is Mallon?" Dad raised his hand and the next day was transferred into the flying cadet program. Dad went on to a career in first the Army Air Corp and then the U.S. Air Force. He flew 30 combat missions in the Boeing B-17G with the 615th Bomb Squadron, 401st Bomb Group; out of Dunthorpe, England. This included the first daylight raid over Berlin on March 6, 1944.

After his combat tour he flew newly manufactured B-29A bombers out of Army Airfield Herington, Kansas, as a production test pilot. Starting in 1947, dad flew a T-6 and C-45 (Twin Beech) in Latin America in support of the South American Geodetic Survey. This three month assignment stretched out to 15 months, since the ground team kept asking for him to stay on. During the Korean War, dad flew seven combat missions in the B-29. He went on to fly a variety of aircraft until the early 60s, and retired from the Air Force in 1967.

During a visit to the Commemorative Air Force in Midland, Texas, dad and I were walking across the flight line when suddenly he said "We have to go over there." He led me over to a beautifully restored PT-19, saying "I learned to fly in one of these. It's still one of my favorite aircraft." He told me that when he was in the Canal Zone helping map South America, he saw a PT-19 at the field one day. He found the pilot and asked permission to fly it. For about 30 minutes he wrung it out, including some aerobatics. When he landed his commanding officer was waiting and chewed him out. But to dad "It was worth it." *continued...*

I am astonished at what dad accomplished with his life after that experience in 1924. One of my motivations as I teach Aviation to homeschoolers is the hope that someday, one of my students will look back at his or her career or hobby in aviation, and say “THAT is where it started for me.”



Left: Ben Mallon’s father; the picture was taken when he was in training in Enid, Oklahoma.

Below: Ben with students at a recent Friday School Aviation class.



Light at the End of the Tunnel

Audie Gill reached another long-anticipated milestone recently when the engine on his Acro-Sport II took its first breath and came to life. It has been a long journey, but the first engine start is certainly a view of the “light at the end of the tunnel”. Dean Crawford of Brownwood came over with his equipment to pressure-oil the engine before start-up. Also on hand to watch for leaks and abnormalities during the run was Lon Beasley, Larry Vetterman and yours truly. Oh so close, Audie!



Above: Audie Gill prepares for first engine run.

Right: That “100 mile an hour look”. Nice...



Sam

The Abilene Regional Airport Master Plan

By Sam Evans

What's that, you say? The airport has a master plan? Yes, and it might be worth your time to have a look at it. I can't say for sure, but I suspect that there has always been some sort of "plan" for the airport; things like improvements to the terminal, runways and taxiways, development of the airport property and the like. It looks like a lot of work went into developing the plan. [This link](#) will take you to the City of Abilene airport master plan webpage. You'll be most interested in the "Master Plan Documents" section and in particular, the "Inventory" within that section. [Here's](#) a direct link.

The information provides a good opportunity to at least get an idea of what plans the City has for the airport and how it will affect you and our Chapter. Also, there are a couple of places for you to provide some feedback regarding the master plan. There is a survey [here](#) at the bottom of the page and a place to make comments on [this webpage](#). It might be a good opportunity to express your views. And, it never hurts to stay informed and get involved.

While I was looking through the airport master plan documents, I made note of a few 'interesting' items:

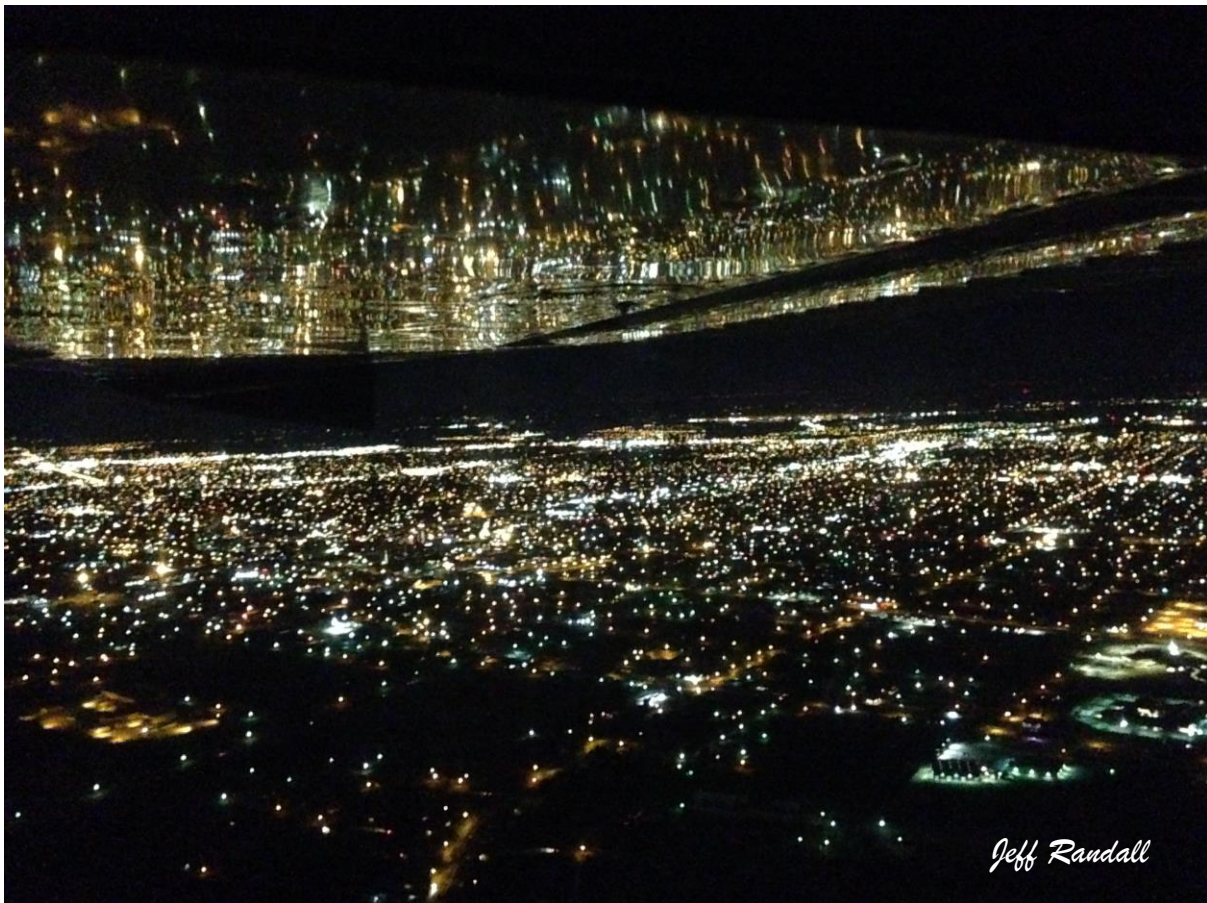
- ❖ Our two rows of EAA t-hangars were rated "fair" in condition while the north row of Abilene Aero t-hangars were rated "good" in condition. Seriously?! Someone is confused.
- ❖ Our EAA Hangar 3 was given a condition rating of "good". If you ever helped out in the refurbishment of Hangar 3, you can take that as a personal compliment. Lots of blood, sweat and tears went in to getting Hangar 3 to that point.
- ❖ There's a planned "pavement rehabilitation project to improve the pavement" in the GA area on the northwest side. Yep... we've been waiting a long time for this one. However, no timeline was given. Keep your fingers crossed.
- ❖ It seems that most of the tenants on the airport received some type of a nice description of the services they provide. I wish there would have been some mention of the things our Chapter does for the community. (ie.: Young Eagles, Airfest, fly-ins, etc.)
- ❖ The magnetic variation has changed enough that the 17/35 runways may be re-designated as 18/36 in the not-to-distant future; and that 04/22 is already to the point that it should be designated 05/23.

Spring is Just Around the Corner... Finally!

It will officially be spring in just a couple of more weeks (*March 20*) and for me it can't get here soon enough. I've been trying to tidy-up a bit in my hangar recently; even squirted some Roundup on the weeds that are starting to pop out of the cracks in the pavement. I also have a jug of used engine oil I need to take down to the recycle center on Oak Street. It's a good time to spruce things up in and around our hangars! *Sam*

Sunset Flyers

That ol' West Texas wind seems to always kick up during the day, especially this time of year. But late in the afternoon, just before sunset, sometimes that wind will subside and make for some great evening flying. Jeff Randall and David Bradshaw did just that recently... and sent in some great photos. Very nice, guys! *Sam*





Was it cold at the last breakfast?

“Most definitely”, said the breakfast cooks. As a matter of fact, I overheard a couple of them say that they would ‘go on strike’ if they had to do that again. All kidding aside, the kitchen & clean-up crew endure some challenges to get the breakfast prepared. And isn’t it nice to sit in a warm, cozy meeting room sipping on a cup of hot coffee and visiting with friends? The crew deserves a big ‘**thank you**’ for making it all come together. Below are a few pics that Charlotte Rhodes sent from last breakfast. *Sam*





Meet New EAA 471 Member: **John Truelson**

John is a B-1 pilot and the owner of the nice Pitts S-2A that showed-up in Hangar 3 not long ago.

We welcome John (and his plane) to the chapter.



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

VISIT OUR CHAPTER WEBSITE AT
www.eaa471.org/

EAA 471



COMING
SOON!

2018 Chapter Officers:

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Secretary:	Betty Jane Clement
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	Audie Gill
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EAA Chapter 471

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