

# Hangar Flyin'



June 2008

## Breakfast

June 14<sup>th</sup> is also our Young Eagles Day and normally we do not do breakfast because there is just too much to do at the same time. However, this year we are going to try a simple breakfast of biscuits, gravy and sausage, same time, same place. We will do up a little extra to sell to the folks that come for Young Eagles. So, come on out and join the fun.

## JUNE YOUNG EAGLE FLIGHT REVIEW

*By Tim L. Walker*



Next week, on Saturday, June 14<sup>th</sup>, EAA 471 will participate in the National Young Eagles Day at our hangar on the northwest side of Abilene Regional Airport. If you are available to fly, please E-Mail me at [tim@tlwalker.com](mailto:tim@tlwalker.com) ! We will have our breakfast & pilots meeting at 8am. Please have your ID, License & Medical available. Flights will begin at 9am. I will be handling promotion this week. Last year we flew about 80 kids. I look forward to another great year.

Tim's answer of the month... "ATC isn't the Pilot in Command."

# RANGER FLY-IN

By Charlotte Rhodes

Gary Potter and I took off in his C170 around 8:30 am non-stop to Ranger, Texas with a return stop over at Eastland. Our goal for the day was to meet some new people, eat some BBQ and hopefully see some cool airplanes. Weather was clear at Abilene but as we flew east there was a low scattered layer with a little virga hanging out. Of course Gary wasn't concerned one bit, he is used to this kind of thing and he had an auto pilot that could see and avoid those clouds. With Ranger airport in sight the call to Unicom was made and a few minutes later we had a nice soft landing on grass. Jared parked us and gave us a warm greeting and a ticket for lunch. Gary and I walked around looking at what airplanes were already there and came across four pilots who flew up from the Houston area. Two had light sport aircraft, one Taylorcraft and a Citabria, what a nice group of guys. They said they do a lot of trips together. We decided to go sit down in the hanger, watch the other aircraft come in and wait for lunch as we were both hungry. Quite a few aircraft flew in, there were Trikes flying, Ultralights flying and several low approaches by different aircraft. Lunch was great, BBQ brisket, beans, potato salad, stuffed jalapenos, dessert and all the fixins. Since we were planning on going to Eastland to get fuel and



see how their fish fry was going we left before noon, right before the airshow started. In no time at all we were on the ground at Eastland and low and behold there was Wes Hays, David Bradshaw and Sam Evans all stuffed with fish. We all visited for awhile fueled up and headed home. Gary and I made it back around 2:30 and I think I can speak for all of us that flew out, we had a great time. Looking forward to the next trip wherever it may be.



*The Lightning II*

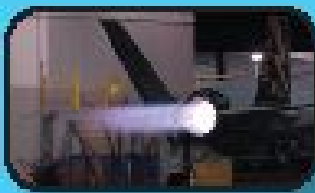
# Flash Points

May 2008

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## Full Afterburner for STOVL F-35



Entering its final series of ground tests prior to its inaugural flight, the first F-35B ran its engine in full afterburner mode on

May 16. The F135 turbofan engine unleashed 40,000 pounds of thrust during the successful test, paving the way for low-, medium- and high-speed taxis, and first flight in the coming weeks.

## F135 Team Completes STOVL Altitude Flight Qualification Testing

Pratt & Whitney completed all altitude testing necessary for flight qualification of the F135 short-takeoff/vertical-landing (STOVL) propulsion system at the U.S. Air Force Arnold Engineering Development Center in Tennessee. As part of the F135 system development and demonstration (SDD) program, this test included more than 130 hours at various flight conditions demonstrating propulsion system performance, operability, afterburner capability and the ability of the engine control to detect and accommodate various simulated component faults.

## FAA TO CHART CONTACT FREQUENCIES FOR MOAS, RESTRICTED AREAS

Instead of feeling compelled to fly around charted military operations areas (MOAs) and restricted areas, soon you'll be able to gather real-time status information in the air to determine if you can safely fly through the airspace. The Air Force and Air National Guard have worked with the FAA to provide contact frequencies for an FAA center controller, military air traffic controller, or range control officer for each MOA and restricted area so that pilots can make a radio call to see if the airspace is active, and if it is, at what altitudes. The frequencies will appear with new charting cycles and be completed by the August cycle.

## GA not the source of costly airline delays

Airline delays cost the nation's economy as much as \$41 billion a year. So what's the cause? It's certainly not general aviation, according to a [recent report](#) from the Joint Economic Committee (JEC) of Congress. The statistical analysis of airline flight delays showed that 29 percent were caused by things the airlines could control, such as baggage handling and fueling. Some 40 percent of all delayed flights were because the preceding flights arrived late. "Extreme" weather accounted for less than 6 percent of delays, according to the JEC, while "non-extreme" weather and other air traffic control delays comprised 28 percent of delays.

## Calendar of Events

June 14 Chapter 471 Young Eagles Day

June 14 Denton Air Fair  
Denton KDTO

June 21 CAF fly-in  
Amarillo Tradewinds Airport

June 21 Synder Fly-in  
KSNK

July 4 Annual Colorado City  
July 4th Fly-in

July 28-Aug 3 Oskosh

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