

- Draining gas can cause a fire in a hangar. Never do it. (David and Paul)
- If you are going to transfer fuel, you need to do it correctly with grounded (bonded, really) metal cans and pump it out. (Paul)
- The dihedral of the wings in the Archer makes it's hard to measure fuel with a stick when it's down to a few gallons. (John)
- The autogas is coming from an unknown source with potential contaminants. That's different than autogas from a pump. (Kevin, David, and Steve)
- I'm going to leave my spouse at the airport when I fly to get more gas to reduce stress on everyone. I will also call in advance to ensure there is gas available at Pierre. Once I land, I can't depart without gas. (Kevin)
- Having others in the plane with you when low on fuel is stressful. (Steve)
- Accidents happen because of a chain of events leading up to it, just like this case, so I would drive to get fuel. (Steve)
- The octane rating is also unknown with the mogas. Low octane could be a performance issue or actually cause engine-stopping detonation. (Steve and David)

*"I lost two good friends, both of them experienced flight instructors, in an identical scenario. The fuel pump was not working. They lost the engine on takeoff and were both killed. Just because they didn't want to get in a car and drive to the next airport." — Wally*

- If you had to use mogas in an emergency, you would use it only in cruise, at low power settings, and with a full-rich mixture to reduce detonation risk. (David and John)
- A 30-minute fuel reserve is not enough when airports are far apart. Having 45 minutes to an hour—or more—is essential. Account for this in your fuel planning. (Paul, John, and Wally)
- The cheaper the fuel price, usually the fewer the airport services and staff. (Wally)
- Use a watch for fuel monitoring as well as the gauges. (Paul)
- Running a tank dry in a fuel-injected engine can result in vapor lock (and engine stoppage). This is much less likely with a carbureted engine. It's possible you may get into a tight fuel situation and want to run a tank dry to ensure you don't come up short of your destination. (David)

**EXPERT CHOICES**

2\* Kevin

4\* John

5 Paul, David, Wally, Steve

<p><b>1</b></p> <p>Fly to Pierre (KPIR). Use the left tank alone.</p>	<p><b>2</b></p> <p>Fly to Pierre (KPIR). Take off on the left tank. Switch to the right tank for cruise, or until it runs dry. Switch back to the left for descent and landing.</p>	<p><b>3</b></p> <p>Transfer all your fuel to the left tank. Fly to Pierre (KPIR) on the left tank.</p>	<p><b>4</b></p> <p>Buy 10 gallons of ethanol-free autogas. Then, make the short flight to Rapid City (KRAP) to top off with 100LL.</p>	<p><b>5</b></p> <p>Borrow two 5-gallon cans, rent a car, and drive to Pierre (KPIR) to buy avgas ... or wait for the pump to be fixed.</p>
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\* Choice with a caveat