

HIGH FLIGHT

LAKEWAY AIRPARK

AUGUST 2004



MESSAGE FROM YOUR PRESIDENT

Hi everyone!

In case you haven't noticed, August is here and its HOT!!! The new building is slowly coming along. The slab has been poured, a cleanup of the area has been completed, the doors and windows have been ordered, and we are looking for the blocks to be delivered and the masonry work to start. Thanks to all those that have donated time and money to make this happen!



Joe Bain
Airpark President

The bad news * The drop box was broken in to last week (July 14) and was completely cleaned out. The good news * Eddie had just retrieved all the monies from the box and the thieves got nothing! Russell Stokes found all the paperwork in the field next to his house and Bill Thompson has repaired the damage and we are back in business. We now are taking any funds out daily and are looking for a better system in the new building.

In case you haven't noticed, the ground reel is working again. Bill Thompson again has shown his mechanical ability and repaired it a couple of week ago. The fuel nozzle was broken and repaired also. Without the tireless help of all of the volunteers, our Airpark would be a mess! Thanks again to all that help!

The Board of Directors meeting was well attended July 10th, and the Pinch Hitters course had a crowd. Spouses were invited to lunch and we

(Continued on Page #4)

PINCH HITTER CLASS

The Pinch Hitter class was a tremendous success and very well attended. Ray Chatelain donated his time and was very well prepared and kept the interest of the class from beginning to end. Although all of those attended hope they don't have to use the information they received, they feel a little more prepared in case they should have an emergency in the sky.



Pictured above with Pinch Hitter Instructor Ray Chatelain are Kathy Goldberg, LaNell Edwards, Julianne DeBower, Nancy Bain, Caroline Morgan, Frances Pastuszenski, Judy Jarman, Joann Anderson, Sue Knolle, Patty Ragan, Bonnie Thompson, Donna Klaas, Allison Allan, Teri Waters, Jane Scott, Sue Durio, and Rita Arneil. (Not pictured is Cora Wagner.)

For as long as I can remember, I've been fascinated by airplanes and flying, although I'm not exactly sure how the interest got started. Perhaps it resulted from trips to the home of a childhood friend in Victoria who lived adjacent to Ball Airport, a private grass strip founded by his grandfather, Warren Ball. The occasional arrival or departure of a plane gave me a chance to see an airplane in action and was a major event for me. Sadly, the family is currently considering the sale of the property, which will likely result in the closure of the airport.



As a boy I watched all the old airplane movies and read all the books I could find in the school library about fighter pilots and their airplanes. While the performance of fighter jets is awesome, my main interest has always been propeller-driven aircraft. I filled the ceiling of my room with plastic model airplanes which I assembled and hung with fishing line. Of course, that was back in the days when such models were inexpensive and the glue could be purchased without a criminal background check! Later I dabbled with a couple of gas-powered models of the type that were flown by control lines, however the results of those outings were all too predictable. Either (a) the engine would not start or (b) it would start and a crash would soon follow. After I got my drivers license, I'd occasionally drive out to Foster Field in Victoria (now Victoria Regional Airport - VCT) to look at the planes and hope to catch a take-off or landing. With no mentor and limited family funds, however, the possibility of me actually becoming a pilot someday never really seemed likely.

Flying had remained a background interest of mine, and I finally started my primary training in early 1988. I trained with an independent instructor who owned a mint-condition 152 based at Mueller complete with a polished prop! As part of the "learning experience", he loved to sit in a lawn chair at his hangar and instruct his students in the finer points of polishing the plane and his beloved shiny prop. The reality of turbulence, ATC, radio chatter, V-speeds, and FARS all proved to be very different from the vision of flying that I had carried in my head, so the early days of my flying were a bit rocky. I can still recall my first dual cross country flight down to San Antonio, bouncing around in the July heat, perspiration streaming down despite the air blasts coming from the air vents, charts flying around the tiny cockpit, and my instructor scowling behind his sunglasses in the right seat.

After passing my checkride and renting various planes for the next few years, the ownership 'bug' began to bite. I took advantage of a golden opportunity to buy a half-interest in a mint-condition 1979 Cessna 182Q that was owned by a good friend of mine. It still had its original paint and interior and turned out to be a great first airplane for me. It did have one serious flaw, however, relating to colors. It was painted in burnt orange and white with a rust-colored fabric interior, all of which was less than a perfect match for a couple of Texas Aggie co-owners. I earned my instrument rating in that plane, and she carried me to Wisconsin several times to attend the Oshkosh fly-in. Other distant destinations included western Montana, Sedona, and Seattle.

I eventually began to dream about trading some of the 182's utility for more speed, and for several years I researched the various possibilities. Mooneys emerged as my dream plane, and one day Ellis Morgan taxied past my hangar in his freshly painted blue and white M20K 231, with its turbocharged Continental engine sounding very different from the other Mooney powerplants that I had heard in the past. I was hooked. Within a short time I was the proud co-owner of the Mooney, along with Ellis and Mike Pollard. That was over five years and a factory reman engine ago, and I still love this airplane. Like most lowland Texas pilots, I usually don't really need the turbo capability, but it has certainly been handy during trips to Philadelphia, Montana, and Flagstaff. Most of my flying tends to be of the '\$100 hamburger' variety, however, with favorite destinations including Port Aransas, Galveston, Hondo, and Sonora.

I've really enjoyed being involved with the Lakeway Airpark. Since joining the organization, I've met a lot of great people who love flying and are dedicated to the success of the airpark. In addition to presenting a lot of hangar flying opportunities, the work days and meetings offer the opportunity to enjoy the camaraderie of the group and to help maintain the facilities that we all enjoy. Clear skies and tailwinds to everyone!

LIVING ON THE RUNWAY



by Julianne DeBower

We watch with interest those pilots who land or take off after sunset in violation of City of Lakeway ordinances. Unaware of all the watching eyes, these pilots often ignore radio calls citing the ordinance or claim to be in a hurry and take off anyway. Some get away, but the police stop the majority. Three weeks ago, one of these pilots came roaring in right after sunset, dropped off his passenger without turning off his engine and taxied right back onto the runway for a quick takeoff. After being called on the radio and advised of the law, the pilot taxied back to the ramp and parked. We nodded to ourselves in approval, turned aside, went back to our chores and forgot about him. A few minutes later, a red pickup truck came speeding down the runway. It turned onto our taxiway and, literally, came to a halt a few feet from us and our hangar. (I had visions of the pickup crashing into the airplane and me.)

The passenger door popped open; the pilot of the plane jumped out, told us he needed to get home and wanted to know who he could get to write him a ticket so he could go ahead and take off. Ken is so practical. "Well," he responded, "you've got another problem. It's also against the law to drive on the runway, and you don't just get a ticket so you can go ahead and break the law. There is a \$2,000 fine for landing or taking off after sunset, ..." We don't need to go into the rest of the conversation, but I don't think we will be seeing this fellow again. Under the circumstances, I'm not too disappointed. By the way, his landing rated about 4.5 (on a ten point scale, of course); I had to count off for the screech and a couple of bunny hops on touchdown. I tried to rate the truck driving, but kept getting distracted by my rapid heartbeat. Maybe next time.

AIRPARK DINNER
THURSDAY - AUGUST 12TH
6:30 PM - OASIS PATIO



NEW AIRPARK SHACK PROGRESS

The foundation being poured

Foundation all poured and set up

AIRPARK NEWSLETTER ADVERTISEMENTS

Do you have something that you would like to advertise in our newsletter? The airpark board voted to charge \$10 for 3 lines and \$25 for 1/4 page.

Contact Joann Anderson 261-3313 or Yakjim@aol.com if you are interested.

OSHKOSH BOUND

The Mark Goldberg family are in Oshkosh as of the printing of this newsletter where Mark is displaying his Bearhawk kit plane.

Also Wayne Wagner, Charles Edwards, and Bill Thompson are flying up to Oshkosh this year.