

HIGH FLIGHT



LAKEWAY AIRPARK
APRIL 2005



MESSAGE FROM YOUR PRESIDENT

Hi everyone! What happened to March this year? Did I miss it? Lots is going on that is of interest to the Airpark this month.



Joe Bain
Airpark President

The big news as I write this is the attack by Mother Nature on our Airpark and city last night. We were on our way home on Lohmans Crossing when the bottom fell out and hail started peppering the car we were in. As we drove along, the damage was evident - all the trees were shredded and leaves and branches were all over the road. I'm afraid the Airpark was hit hard. I saw damage on every plane parked there! Even our new roof on the building had many dents.

I'd like to thank Steve Bangs and Bill Strawn for doing the ramp checks this month! I need more volunteers for April! Please call or email me! I got word from Bill Strawn that he is leaving us and moving to Corpus Christi. We will miss his help and involvement in the Airpark!

(Continued on Page #5)

HAIL DAMAGE TO AIRPLANES ON THE AIRPARK RAMP

The picture below shows some of the damage that was done to Nellie Abresch's airplane that was parked on the ramp when the hail storm came through on March 25th.

Nellie has been working on this airplane for a long time and was getting close to taking it up for it's first flight.

Unfortunately there was a lot of damage that night to all the aircraft that were on the ramp.



AIRPARK SOCIALS

By Bonnie Thompson



**JOIN US
FOR A QUICK TRIP TO CHINA
AT
CHINA PACIFIC RESTAURANT
620 MALL
APRIL 7—6:30 pm**

MEET TERRY PRIESTAP

The aviation bug first bit when a friend of my dad's, a Beech 18 owner, took me for my first airplane ride when I was in High School in about 1963 in North Canton, Ohio. The sound of those radials cranking up, then idling was like music – must be why I'm attracted to Harley's – same sound, just less cylinders. At any rate we took off at dusk, and I specifically remember seeing cars from high up for the first time – and how small they looked – like ants. It was a smooth flight in a great airplane – the stage was set. I remember spending hours with my dad after that at the Akron-Canton airport on the observation deck – watching the first of the 727's come and go - fun to watch, but somehow lacking the romantic musical sound of radials.



A few years passed, but the bug lay dormant, waiting for the right time. College right after high school was a momentary trip on the wild side – leading to the opportunity for military duty. The choice of branches was obvious – the Air Force. After a longggg time in basic and tech school – found myself at Vandenberg AFB, California, where I promptly joined the Aero club and started flying lessons. I'll never forget my first solo cross country – when everything that I could have done wrong, I did. The flight was from Vandenberg (in Lompoc near Santa Maria) to Santa Barbara – straight South down the coast, then East to Bakersfield and back to Vandenberg (I thought). On the first leg, I misread the altimeter, rather than being at 5000 feet over the water, I was at 500 feet – first realized that when I saw kids on a cliff throwing rocks **down** at me. Got that fixed then started my turn East, but my elusive VOR needle moved further off course as I turned toward it. Fighting off frazzle, figured out I had **To** and **From** wrong and getting reverse deflection. Got that fixed and started looking for landmarks – mainly lakes on the chart – lots of nothing between Santa Barbara and Bakersfield. Frazzle setting in again as lake landmarks nowhere to be seen – must be lost – how could you not see lakes ? Pressed on with prayers flowing like rivers – please God don't let me be lost – anything but lost – not a **manly** state. At last on the horizon a town – Bakersfield, don't know how I got there – think it was a God thing. I don't remember the conversation with the tower – but was probably interesting. I landed and actually kissed the ground. Relating my lack of lakes experience to the Bakersfield Flight Service Station operator – was reminded that in the desert, lakes are dry except during the monsoon season – not now – so was on course after all – just didn't know it (lucky or good, didn't know – just glad to be there). Gathering my wits and some fuel – struck out on the final leg home. Well, if you know the California coast, frequently in the afternoon low flying clouds (fog) form over the water and move in land – specifically, I think, to mess with the minds of student pilots. As I approached Vandenberg, no airport to be seen – fogged under, so now I get to figure out the alternate routine - frazzle setting in again. Managed to get help from a Vandenberg controller – who suggested Santa Maria, but better hurry - only had a few minutes before it also was covered, then mucho troubleo. Well, just made it – and at that point considered giving up aerial flight – having made it through a miserable ordeal **alive**. In a few days, though, the aviator lure over-rod the fast fading bad memories.

Shortly later, an assignment change took me out of the front seat of a Cessna and into the back end of a Super Constellation. After flight training in Cape Cod, and meeting Joan in the process, a New York girl in New Orleans (another story by itself), spending a couple thousand hours “flying” the back of a reconnaissance Super Connie over Viet Nam, visiting back and forth with Joan - now in Okinawa (another story by itself), back to the USA, got married (to Joan)– back to college under the G.I Bill, completed flight training as an elective and my pilots license in 1972. Several job transfers and flying club memberships later, inching our way South, not much interesting happened except frequent JFLFUF's (Joan forced landings for unneeded fuel).

Living in Laredo, Texas, In 1996 bought my dream airplane, a Bonanza. Not sure exactly why I always wanted a Bonanza – but if you watch and listen to one fly over – the vision of a P-51 creeps into your mind, (well maybe you need a strong imagination, but it seems that way to me).

(Continued on Page #4)

LIVING ON THE RUNWAY

By Julianne DeBower



Spring Cleaning takes on a whole new meaning if your honey has an airplane. Some of us break out the telephone book to hunt for window cleaners and begin the annual baseboard inspection. The pilot of the house starts cleaning up the hangar and *contemplates* washing the airplane. You can imagine the excitement around here when John Garr, a professional airplane "detailer," arranged to come to the airpark and practice his trade. For several days after he arrived, I received a running commentary on the planes being detailed and what a great job Mr. Garr was doing.

I was not surprised when he showed up on time at our hangar one Sunday morning, and, when I left for church, Ken and a neighbor were sitting in deck chairs watching him work. When I returned, two more kibitzers had arrived and serious watching had ensued. (It was probably my imagination, but the detailer was beginning to look a little stressed, and I could certainly understand and sympathize.) In all my years of cleaning house, I can honestly say that not one of my friends and neighbors has ever come over to watch me vacuum. Anyway, the wax and polish job on that plane was so good that when our resident hangar cat decided to jump on the wing on his way to his daily nap on the "hood" of the airplane, he went sliding right back onto the floor. As any self-respecting cat would, he pretended that he had intended to go sliding and stalked off in another direction.

Oh, well, we can always use another spectator sport.

THE OPPTS LIST

By Nellie & Bob Abresch

Bob & Nellie Abresch have shared with us their "Opps List" which shows some bazaar aircraft incidents. I will periodically share with you some pictures from their Opps List" in our newsletter.



GEAR FAILURE

AOPA PUSHES FOR NEW CENTRAL TEXAS AIRPORT

AOPA has once again stormed up the steps of the Texas capitol to support the creation of a new general aviation airport to restore the GA facilities lost when the City of Austin closed Robert Mueller Field. It's a battle AOPA has been waging since 1991. On Wednesday, AOPA Vice President of Airports Bill Dunn and AOPA Southwest Regional Representative Shelly Lesikar met with Texas legislative officials to support House Bill 2656, which would create a new GA airport near Austin and provide state funds to help build it. The bill is sponsored by State Rep. Mike Krusee. "Our members continue to tell us they need new GA facilities in Central Texas," said Dunn, "and ever since I started at AOPA, it's been a top goal for us to make that happen."


**AIRPARK MONTHLY DINNER
FOR APRIL WILL BE AT
CHINA PACIFIC
APRIL 7 — 6:30 PM**

Meet Terry Priestap (Continued from Page 2)

In 1999 we moved from Laredo to a great fly-in community (Cielo Dorado) outside El Paso in Anthony, New Mexico. We lived on the runway – as we (soon) will here, but on level ground, so the airplane spent lots of time in our driveway (as in the picture). The neighborhood was very active, motorcycles and airplanes and something going on all the time. Fortunately, for safety sake, we strongly adhered to the 50 feet from bottle to throttle rule.

A year ago, Joan got a wild hair and suggested we pull up stakes and move to Austin – hill country beauty, trees; green (oh, and by the way, Kids and Grandkids). Selling our house in a day – found ourselves here quicker than we expected, looking for a home. We'd flown into Lakeway a couple times before, so like a beacon in the night, kept drawing (us) to the neighborhood. Like most, we looked at Spicewood, Lago Vista and Breakaway Park, but no place measured up to Lakeway, a beautiful community ideally located on the lake - and active. Attending an Airpark Association dinner one night, complaining to Joe Bain about not being able to locate the owners of 114 Scorpion, a house we wanted badly to rent (or buy) – Joe introduced us to the Andersons – sitting across the table from us. The rest is history – living happily ever after – watching our new home finally take shape and looking forward to many years enjoying Grandkids and the comradely and endless “true stories” of aviators – doesn't get much better than that.

2004 GA ACCIDENTS LOWEST ON RECORD



General aviation has never been safer, and accident statistics for 2004 prove it. Last year saw the fewest GA accidents since record keeping began in 1938 and the lowest number of fatal accidents since 1945, according to preliminary data from the NTSB. The total number of GA accidents dropped 8.4 percent compared to 2003, while the number of fatal accidents declined 11.4 percent. The numbers also improved for instructional flying, with total accidents down 11.7 percent and fatal instructional accidents down 50 percent. (There are very few fatal instructional accidents in any year. Last year there were 17.)

Chinese Airlines Seek Foreign Pilots

You've heard all about the so-called pilot shortage but so far all your various ratings and endorsements have you flying the grill at your local McDonalds. How about trading your plastic fork for chopsticks -- and maybe a shot at right seat in an airliner. The first private airlines are taking flight in China and they'll need at least 8,000 pilots over the next 10 years. Since there is virtually no GA system to produce those pilots, the airlines must look abroad. "China is short of captains and co-pilots," said Liu Jieyin, chairman of Okay Airways, China's first privately held airline. "We offer young foreign pilots an opportunity to grow." The airline recently hired seven young pilots, including a Canadian and two Swiss as well as four from Hong Kong, and Liu said there are plans to hire more as the fledgling airline's fleet of six leased 737s starts competing for business with the three state-owned airlines. First officers will earn about \$2,500 a month.

Sometimes they're a little busy...

Overheard inbound to EAA's AirVenture, Oshkosh, 2003, where only the controllers on the ground speak and pilots respond by rocking their wings.
Controller: Bell Helicopter, Fisk Approach. If you read, rock your wings.
[pause]

Controller: Right... OK, I guess you really don't have any wings. Bell Helicopter, if you read, transmit.

Helicopter: I read you, Fisk.

Controller: Roger, enter left traffic for runway 36, welcome to Oshkosh ... you've earned your wings today.

MESSAGE FROM YOUR PRESIDENT
(Continued from Page #1)

One of our own, Julianne Debower, is running for Lakeway City Council. It will be good to have a representative on the Council again that also has an interest in keeping our Airpark healthy and happy. Please be sure to vote for Julianne on May 7th - it is important!

Notice there is a police car at the Airpark now. Chief Delong has agreed to allow us to park it on the property as a deterrent to crime. Thanks to the city and our police force for all their help in keeping Lakeway safe.

Parking suggestions - if you park on the ramp, please try to park away from the front row if possible. Two reasons - first, it keeps your plane away from the business end of airplanes landing in the March West winds, second, it allows transients with large aircraft an easier job of parking.

The building is moving along! The walls and sheetrock are up and painted, the outside is being painted as I write this, a tile floor should be in within a week or two, the plumbers are scheduled to do finish work as soon as the floor is in and the electricians are waiting on the plumbers. Thanks to all that have donated their time and money, it will be GREAT and I am excited about moving in.

Enjoy the Spring! Joe Bain

**LAKEWAY AIRPARK
BOARD OF DIRECTORS**

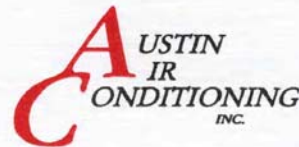


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IMMEDIATELY
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