

HIGH FLIGHT



LAKEWAY AIRPARK
FEBRUARY 2007



MESSAGE FROM YOUR PRESIDENT

Well winter finally arrived. The first ice day was good, I needed an extra day off. The next two days were too much. The ice on the ramp was an interesting sight with many planes suddenly tail-to-the-ground. That is a good lesson in how heavy a relatively thin coat of ice really is. Fortunately we did not get the severe cold and high winds so there was no damage.



Jeff Klaas
Airpark President

Things at the Airpark are running smoothly. There are two new homes under construction. The project on the southeast corner is moving through the approval processes.

We have a new ceiling fan in the terminal building. Thanks to Jesse Beckett for installing it last work day. We have a couple more minor improvement projects in the queue – shelving and door weather stripping.

There is talk of a flyout being organized for the coming months. Be on the lookout for the details.

Thanks to the following gentlemen for doing ramp checks the last month: Clint Beacham and Terry Priestap.

My calendar says the next workday/meeting is February 10. See you there.

Jeff

ICE STORM HITS AIRPLANES ON AIRPORT RAMP

The recent ice storm that hit our area weighed so heavy on some of the aircraft on the ramp that it tipped them over to their tails. Guy Knolle snapped this picture for us.



FUEL STOP AT LAKEWAY AIRPARK

Periodically, there are aircraft that draw a lot of attention, when they come into our airpark for fuel while in transit. This was the case with this restored C-45 last month on Jan 7th. Steve Bangs snapped this picture for us.



JESSE BECKETT'S EMERGENCY LANDING

Dec. 15th My wife and I (and our 2 chocolate labs) were making our routine Friday afternoon commute to our private strip on Matagorda island in our C-175. We were trying to sneak in one more weekend before the Christmas and new years holidays.

We departed Lakeway around 4:15 or so. We had good weather, smooth air. Maureen was asleep listening to XM radio and I was flying right along. We were airborne approx 45 minutes, Oil pressure, engine temps we all good and I was amazed how uneventful our flight was. It seems there is always one thing that is need of repair, squawked, or leaking. Everything was in order and the engine sounded smooth and strong.

Everybody stop right here if this ever happens to you, there is no such thing as a perfect flight. Start looking for failures of some kind. At 7500 feet level cruise flight I heard a loud bang followed by the most violent shaking I have ever felt. Oil covered the windshield. Maureen at this point was wide awake with a death grip on the o' crap handle and white as a ghost. I assured her everything would be ok we just lost our engine, we would land in a field or something. I secured the engine, Declared an emergency with the controller I was already talking to. He said no problem KVCT 15 miles heading of 180. I replied need something closer, by this time I was all over the nearest button on the GPS he replied Yoakum 5 miles heading of 330. I dumped the airport in to the GPS and turned to 330 looking at out the side window as far forward as I could see. The prettiest little airport I have ever seen. We were now at about 5500 feet or so and an airport in sight and plenty of flat nice fields in all direction in case we cant make pavement. Now I had to situate ourselves in a position to land. The controller gave me the weather I considered a strait in landing but due to the winds I decided to fly a pattern at 2000 feet agl and land into the wind. As we got closer we were lost on radar and communication was in and out so another aircraft helped with radio relay. We actually had a fair amount of time to prepare for our landing, I briefed Maureen on the emergency procedures. I asked her to use my flight bag to protect her head and if I was knocked out or something to drag me free from the aircraft. These are all things that we have talked about before but suspected we would never need to actually use. I restarted the engine since we had some time just to see what we had if needed. It would actually make some useful power but was rough and I felt like it would lock up if left running, I shut it down again as I was confident it would restart. We flew a down wind and a U shaped base to final. I glided down and set the airplane down on the runway right down the middle. We carried a little more speed than normal and were able to taxi the airplane off the runway and roll into a parking place.

A little man came out of the terminal and asked if we "needed gas" He failed to hear the fire trucks and see all the oil on the ground I guess. As we exited the plane Maureen said that was one of the best landings we ever had. I was able to stick my hand in the grapefruit size hole in the side of the engine case. A nice police officer gave me a ride to the local rent a car place and in 2 hours we were home. The best part there was an empty hanger we wheeled the plane into for a fee of course. \$50.00 I am sure every pilot has wondered how well he or she would react in the event of an emergency.

I like to think it is pretty automatic, good training, good equipment and stacking the cards in your favor to the best of your ability. I wonder now if I would have done as good of job if the cards were not so favorable like IMC, terrain, or lack of a reasonable solution. For now our bird is stuck in Yoakum awaiting an engine. See ya in the air soon.

**HUNDRED DOLLAR
HAMBURGER “FLY OUT”**

Anybody out there interested in participating in a Hundred Dollar Hamburger fly out?

Bonnie Thompson is wanting to put one together to fly to Brenham on April 14th after the work day and board meeting.

There has also been some interest in flying to Galveston for Sunday brunch.

If you are interested in either of these please let Bonnie know at 266-3227 or email bonbonthom@aol.com

**AIRPARK SOCIAL
Rudy’s Country Store Bar BQ
620 & 2222**

February 8th—6:30 PM

**AIRPARK WORKDAY
Saturday**

February 10 —8:30 am

**Board Meeting
Immediately Afterwards**

JANUARY SOCIAL

We had a great turn out for the January Airpark dinner. As always the Lakeway Inn did a wonderful job. Thank you Joe for putting that together. If you haven’t been to the Inn for dinner, go.....

See you at Rudy’s on Feb 8th.
Bonnie

MARCH NEWSLETTER DEADLINE

Please have all articles in for the March newsletter by February 22nd.

**LAKEWAY AIRPARK
BOARD OF DIRECTORS**



President.....(512-261-5996).....Jeff Klaas
Vice President....(512-261-4320).....Ken DeBower
Secretary.....(512-261-8051).....Kim Clonts
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Social Functions..(512-266-3227)....Bonnie Thompson
Web Page.....(512-261-5613).....Joe Bain
Newsletter.....Joann Anderson
(261-3313, Fax 261-3933, Yakjim@aol.com)

**HUDSON BEND FIRE DEPARTMENT
SHOWS INTEREST
IN TRAINING AT AIRPARK**

Pictured below are HBFD personnel that met with Joe Bain to talk about doing some training on aircraft fire issues, fueling issues, and houses with hangars.

We will be doing follow-up training with the different engine groups soon and will set up some procedures for the Fire Department in case of any future incidents (heaven forbid).



**Horst Stratmann flying his Ximango.
Isn’t it a beauty?**

**Do you know what a “Good Landing” is? One that you walk away from....
Do you know what a “Great Landing” is? One where you can use the airplane again!**