

HIGH FLIGHT



LAKEWAY AIRPARK MARCH 2007



MESSAGE FROM YOUR PRESIDENT

Gee one month goes by and things are starting to look like Spring. Hopefully my airmanship will improve with the weather. I only log one landing per takeoff.

We have a mini building boom going on. The lot on Triton is going through plan approval. A lot on Dasher will be getting surveyed soon with plans for a house/hangar combination. The Snipe court project is progressing rapidly. The Airpark South project should be getting the permit for construction of a large hangar.

Airpark business running well. The surprise last month was the resignation of our Secretary, and cheerful donut provider, Kim Clonts. The board decided not to replace the Secretary position, but we are looking for a new donut provider. A new load of fuel arrived this week, all the equipment is working, the bills are paid, and things are looking good. The "kinder and friendlier" attitude around the Airpark is getting noticed. I have heard many comments over the last couple of months about kind deeds done and several ramp check envelopes came back with money and compliments on our nice facility and friendly neighbors.

Bill Kulpa has a flight planning chart, a compass rose and some string. It will appear in the terminal building soon. At the next work day, we will put more shelves in the storage room and start getting the mess organized. We will also have a new folding chair caddy hold the stack of chairs.

The annual meeting will soon be upon us. A nomination committee consisting of Jimmy Anderson, Jesse Becket, and Joe Bain will gather candidates for the next election. More details will follow next month.

My editorial comments for this month are directed at forming ideas and concepts for the Airpark's future. Lakeway and the surrounding area is

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Jeff Klaas
Airpark President

GOODBYE KIM & GREG CLONTS

You Will Be Missed



LAKEWAY AIRPARK BOARD OF DIRECTORS



President.....	..(512-261-5996).....	Jeff Klaas
Vice President....	(512-261-4320).....	Ken DeBower
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Committees

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)

AIRPARK SOCIAL
Victors
Thursday—March 8th—6:30 PM

MEET BILL GUNN

Bill Gunn and his fiancée, Jill Newcomb, enjoy Lakeway and aviation as part of their lifestyle. Bill is a director for the Texas Department of Transportation, Aviation Division. Bill is an ATP, CFII, MEI and ACR authority, with 7000 flying hours in a wide variety of military and civil business, corporate, and general aviation aircraft.

He works to support new systems for Texas airports and mediates contract disputes for the 300 public airports in the state, as well as numerous speaking engagements on aviation safety and flight instructor refresher training for the AOPA Air Safety Foundation throughout the USA.

In 2001, Bill went to Australia at the invitation of the government, to conduct sample flying instructor clinics in Sidney and Melbourne, as well as meet with the Civil Aviation Safety Authority (FAA) on rules revisions.

Bill flew reconnaissance in the RF 4C from Udorn, Thailand from 1972 to 1974. He was a professional air show pilot in Great Britain, including aerial work for the BBC, while in the USAF there for five years in the 1970s.

"I was lucky to meet several of the Battle of Britain greats, including Bob Stanford-Tuck, Douglas Bader and Adolf Gallant, as part of my duties representing the USAF air displays throughout the UK. Flying in England was great fun, particularly if someone else was footing the expenses!"

Bill completed a 21 year career in the Air Force, retiring in 1990 in Austin.

He flies with the Falcon Flight display team, doing air show display around Texas and the county, including the Oshkosh AirVenture show for the last ten years.

A native Texan, Bill graduated from UT Austin in 1968. - "I knew I would make Austin my home and Lakeway in particular."

Bill has two grown sons and is looking forward to his first grandchild.



Steve Bangs noticed this aircraft parked at Bob White's hangar And snapped the picture to submit to the Airpark Newsletter.

In 1965, the U.S. Army ordered 255 highly modified Cessna Model R-172E single engine high-wing aircraft for use primarily as flight trainers. These aircraft were designated as the T-41B Mescalero, (Mescalero's being a branch of the Apaches who inhabited parts of Texas and New Mexico). The T-41B differed from the civilian 172 and the Air Force T-41A by having a more powerful 210 horsepower engine, constant speed propeller, stronger fuselage, rough field landing gear and tires, a 28-volt electrical system, and more advanced avionics. The majority of the "Fighting Mescalero's" were used primarily as flight trainers, though many also served in the general liaison role including duty in Vietnam. Beginning in 1980, most T-41B's were transferred to foreign countries under the military assistance program and a few went to military aero clubs.

There are no longer any T-41B's in the military inventory, and only a handful have been released into the civilian market.



FOR SALE

WANNA TAKE SOME FLYING LESSONS?



MESSAGE FROM YOUR PRESIDENT

(Continued from Page #1)

growing rapidly. There is increasing demand for the services the Airpark provides. The aircraft types served by the Airpark have changed greatly over the last few years – note how few C150s, Piper Cherokees and such are around. We still have a lot of recreational flying, but the complex/high performance machines on the ramp indicate a much more serious flying as well as different attitudes about the Airpark's mission.

Thanks to Terry Priestap for doing ramp checks the last month. As the weather warms and the days get longer, a nice relaxing walk around the ramp is healthy and supports the Airpark. The sign up sheet in on the conference room table.

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

Jeff

APRIL NEWSLETTER DEADLINE

Please have articles in by March 24th.

"Cri-Cri" World's Smallest Twin Engine Airplane

Cri Cri together with AMT on-board automatic start-up units and individual EDT's. (AMT is a company from Netherlands.)

The Cri Cri weighs 170 Kg (375 lbs), and should have enhanced performance with over 36 Kg (80 lbs) of thrust available.

Top speed at this flight was 240 km/hour (150 mph). Flying with only one engine the speed is still 160 km/hour (100 mph).



**Airpark Workday
Saturday—March 10—8:30 AM
Board Meeting will immediately follow workday**

PILOT :Tower, please call me a fuel truck.

TOWER : Roger. You are a fuel truck.

CHICKEN WINGS™

BY MICHAEL AND STEFAN STRASSER



HEY SALLY! TELL JULIO THE POI FROM THE FAA SAID THE VOR/DME ON THE 172 IS INOP!



WHY DON'T YOU TELL HIM?! I'M NOT YOUR SLAVE, YOU KNOW!

UHM... OKAY! SORRY!



PHEW! THAT WAS CLOSE! I HAD NO IDEA WHAT ANY OF THAT JUST MEANT!