



Lakeway Airpark Newsletter

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Lakeway Airpark Inc.
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President's Letter

What a fantastic Spring we have had at the Airpark! But, before I expound on the events, I want to personally thank the Army of volunteer members (50+) that have made these events possible for the benefit and fun of our fine members, as well as the local community as a whole. Thank you! Thank you! Thank you! What a great group of volunteers we have in this Airpark.



Where to start? March 25th kicked off Movie night at the Condo hangars.

Scott Epley ran the show with multiple Airpark volunteers that helped setup and cleanup. Special shout out to Gail Hall and Karen Turchan for operating the popcorn machine, which is always a favorite for kids of all ages! The movie shown was "Flying the Feathered Edge", which told the life story of Bob Hoover. It was a great film; and if you have not seen it, then I highly recommend you find a copy and view. Simply an incredible man and life story. We had numerous guests and non-Airpark members thank us as they were leaving for such a fun event for kids and adults alike.

Marching into April, we kicked off Spring in a big way with the Airpark Open House for all members and the Lakeway community at large. Again, it is hard to explain how gratifying it is to see the Airpark pull together so many volunteers to provide such a fantastic event. If I tried to list the names, there would not be any space left on the newsletter!

Central to the event was honoring CPL Alan Babin Jr, U.S. Army medic. A true American Hero who selflessly risked his life to help another wounded soldier while on patrol in Iraq. Alan sustained extreme injuries during the fire fight, but through years of surgery and rehabilitation, he has become a shining example of the human spirit by living a full life despite his disabilities.

Along with members' planes on display (Seaplane, RV10, Piper Cubs, Biplanes, King Air and more), we were blessed by having some of our neighboring Airport friends bring in a T6 Texan, and Beechcraft Stagger wing. Thank you to Kevin Barton, Skot Ingram (to name a few) and our own Airpark members, who spent hours allowing folks to get in and learn about these wonderful planes.

I also want to give a special thanks to our local HEB for the very generous donations of food, plates, and utensils that allowed us to serve our members and community.

In summary, the members and the local community came out to this event in numbers that far exceeded our expectations. Over 800 pancake and sausage meals were served, and estimates put the total participation at close to 1,000 people. I cannot tell you how many times I had people from the community come up and thank the Airpark for such an incredible event. We gained a lot of goodwill for the Airpark, but more importantly than that, we were able to show the great pride the members have in our Airpark and what an incredible resource it is to everyone.

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Saturday April 8th is our next work day and Board meeting. Please know all members are welcome to attend both and help where you can around this wonderful Airpark.

Keep flying!
Phil



Safety Minute from Bill Gunn*Right or Wrong? Who Knows?*

An aviation safety manager once observed “the industry always studies the wrong kind of incidents. A lot of effort goes into those incidents and accidents that result in fatalities. A desire to know what went wrong is understandable; however, often scant attention is paid to those incidents where the PIC / crew got it right and the outcome was as minimally damaging, often no damage at all.”

A lot of GA accidents seem to occur shortly after takeoff. Often mechanical issues were an obvious contributor; however, many accidents right after takeoff seem to have no obvious cause. The NTSB labels these accidents typically as PIC loss of control of the aircraft. Well, yes, obviously, but why?

So, here is an interesting accident where the PIC got it right, combined with incredible luck. A Britten Norman Islander high wing piston twin, fixed gear, was used for search and rescue by the islands of Guernsey and Jersey. A retired airline pilot with a lot of GA experience was the duty pilot on call one dark and stormy November night. Just after sunset, a launch call was made to look for two fishermen overboard just northeast of Jersey. A quick launch from Guernsey airport with five on board proceeded on the 15-minute flight to the search area. The protocol was no real preflight at launch (the aircraft was preflighted by a previous crew and then sequestered in a secure area). Ten minutes into the trip, the right engine surged and quit. Although VMC at 500 feet AGL under low clouds, the PIC immediately initiated a climb into IMC while declaring an emergency. Shortly thereafter, the left engine quit. Now a glider, IMC, fully loaded, and over a very angry sea, the pilot turned south toward Jersey. Best glide, feathered props, he turned on the landing light when VMC underneath, crossed the shoreline at 50 feet AGL, and slid to a stop in the only open field on the island, ironically known as the “Devils Hole”. No injuries, a collapsed landing gear and cracked nose bowl when an oak tree stopped the slide.

Why did the engines quit? The preflight crew got it wrong – insufficient fuel in the outboard tanks and fuel selectors not set to mains per the takeoff checklist. The outboard tanks were a field modification; the fuel selectors were on the floor and very difficult to see in the dark cockpit.

A lot of accidents are attributed to fuel mismanagement. One can argue the PIC should have verified despite the need for a quick launch. I think the real lesson here is quick action based on training and experience. If a pilot considers and practices engine out, the chances of survival increase greatly. Think about it.



Tower to departing King Air – “Would you like the visual pattern or the ILS?”

King Air – “We are on a trip – why do we want that?”

Tower – “The FBO called, you left your wallet on the counter”

King Air – “We’ll take the visual, thanks.”





Thanks to Erik Mulloy for flying a group of local dignitaries in an Honor Flight to CPL Babin. Kevin Barton flew his T6 Texan in formation. Thank you to Gates Walcott for the use of his King Air.

Join our Airpark community! To learn more about the Lakeway Airpark, call any of the board members listed below.



We had the Sweetwater Scholè homeschool co-op kids and parents on a field trip at the Airpark on March 31. What a great group!! They were thrilled to see an R44 Helicopter land and hover-taxi. Thank you to Gail Hall and Josh Cobb for spearheading this event and showing the kids and parents how the Airpark works.

Send me any photos and articles of you and your airplane. I can always use inspiration.

I hope you enjoy this issue!

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Lakeway Airpark Board Members

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- Josh Cobb, Sec/Web.....626.590.4255
- Bill Gunn, Safety512.653.9078
- Erik Mulloy.....512.217.6300
- Mike Torbett.....737.218.2488

Next regular BOD meeting is Sat, Apr 8; Café Lago 7:30; workday 8:30; meeting 9:30