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Picture This!

It is Saturday morning, 8:00 a.m., October 27, 2001, the first Saturday we could fly after 911. Not a cloud in the sky. Not a whisp of wind. It is West Houston Airport (IWS).

I own my own hangar and keep my 1964 LA 4-180 in it as well as renting out space to other aircraft owners. I've owned my Lake for 11 1/2 years and have over 800 hours in it.

I drive down to the Terminal for my usual free Saturday morning donut, sweet roll and coffee, hurry back to the hangar, pull the Lake out, do my preflight, jump in and crank. The plan is to fly to Giddings, Texas, about 71 miles west. My friend, Barbara, is driving over to Giddings from Austin. We will meet in Giddings, and then fly to Galveston (Scholes Field, not salt water) and spend the day with family.

Five miles out, I call Unicom and ask for an airport advisory. Carla, the Giddings FBO comes back with: "No traffic, no wind, so take your pick, 17 or 35. I'm a little north so I cross-wind to left downwind to 35, land and taxi up to the fuel island, about 65 yards from the runway. I kiss Barbara hello, load her bags, top off with fuel and push the Lake back from the pump so that the aircraft is facing north with the right wingtip about 80 from the 100LL pump.

Barbara and I get in, buckle up, crank up and put on our headsets. Holding the brakes, I'm looking inside, turning on the avionics, GPS, etc., when Barbara says, "What is he doing?"

I look up and see this Cessna 170 departing Runway 17 heading straight for us, over a ditch, dirt flying, up and over a berm into the air, full throttle straight for us. He's climbing ever so slowly. I say, "He's going to clear us!" He's going to clear us! "WHAM!" He didn't clear us. Are you okay, Barbara? She says, "I think so."

We are now facing east toward the terminal, engine still idling. I shut the engine down, jump out and look. I see people running toward our right. To our right is what's left of the 170, exactly 11900 from us. No fire, thank goodness, but it looks more like a heap of scrap aluminum than a just restored, classic airplane. I think the only thing useable, as is, on his airplane was the vertical fin and rudder. Believe it or not, the owner-pilot and his wife received only minor bruises.

Here's what happened: They bought the 170 in August 2001. He took Dual in it and got his tailwheel endorsement. As you know, there was very little flying in the month of September and into October. On this fateful morning, he and his wife were out getting more "acquainted" with the airplane and Giddings just happened along. As he landed on 17 - remember there was no wind - he lost control, started veering off the runway to the left and elected to try to fly out of it.

When his aircraft was about 30 to 400 in front of us, with his



Octogenarian, Bobby Jackson, with his Lake Amphibian at IWS

wheels about 50 above the tarmac, Barbara saw his wife pointing at something. When asked later, she replied, "I pointed at an NDB tower that looked to be close to our flight path." When she said "don't hit that tower", he immediately banked to the right, about 30 of his right wing hit about 30 of my right wing, spinning us about 90 degrees clockwise. His right wheel tore off a steel fire extinguisher box atop a 50 high, 30 diameter steel pipe, one of two set in concrete guarding the 100LL pump. His airplane then pitched down sharply. His right wing (about one foot outboard of the wing strut) hit one of the 30 diameter steel pipes guarding the JetA pump, tearing it out of the concrete and sending large chunks flying. From there, they went sliding down the tarmac and ended up against a slight berm with the aircraft facing west.

No one was seriously injured; Barbara the most. Her body rotated about 90 degrees in a millisecond but her head didn't. She ended up with a twisted neck still being treated.

He had insurance which covered my loss. The company and I eventually agreed to total out my Lake. We agreed on an amount which they paid promptly.

I guess the moral to this story, if there is one - or maybe I should say the lesson learned from this is: Stay alert! Don't let your guard down! Don't think for a minute that you are absolutely safe no matter where you are. And always, always push your airplane back from the gas pump at least 110 (Remember 8 + 3 = 11!)

This event kind of reminds me of what recently happened with the CAP (Civil Air Patrol) at West Houston Airport. Here is why: About two months after this collision, I came into possession of the official Winter 2001 issue of the CAP magazine, "Wings Over Texas". Reading the article on page 3 written about the midair/ground collision between the Cessna 170 and the Lake amphibian, I was absolutely appalled and incensed.

Every word of the article was a complete fabrication, starting with the headline: "SAN MARCOS SQUADRON SAVES LIVES AT GIDDINGS". There were no lives in need of saving. The two people in the Cessna had minor bruises only. I had no injury and my passenger, Barbara, received a twisted neck. Contrary to the article, the Cessna did not cartwheel into the Lake. It was flying when it struck my aircraft. The CAP cadets did not rescue the two occupants of the Cessna. Shana, a licensed EMT and daughter of Carla, the Giddings FBO, was the first person to get to the Cessna, talked to the occupants, concluded they were in no grave danger and assisted in their egress from the aircraft. Carla did not help the occupants of the Lake, the elderly couple, to safety. We needed no help and exited the aircraft entirely on our own. I do not see how the cadets could have handled crowd control because there was no crowd to control.

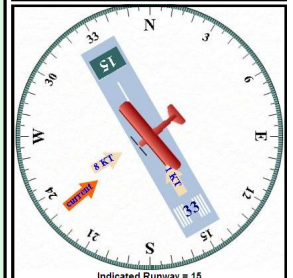
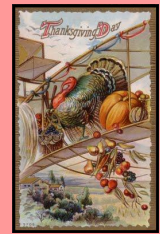
The article was perhaps the worst case of journalistic sensationalism I have ever read. I think sometimes organizations get too big for their britches.

~Bobby Jackson
Stearman, T-28, Lake Amphibian, Pilatus Pilot

Special points of interest:

- SAFETY MEETING: NOVEMBER 26
- CHECK OUT THE AIRCRAFT FOR SALE: PAGE 3

HAPPY THANKSGIVING!



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FAA SAFETY MEETING

Fourth (4th) Tuesday Every Month, from 7:00 to 9:00 p.m. Special Fuel Prices in affect for all Fly-ins/Taxi-ins. Plan to attend the November 26, 2013, Safety Meeting, 7pmô 9pm. Contact Carol Brackley 713-301-5407 or email carolav8@att.net.

99'S MEETING

Second (2nd) Tuesday Every Month, 7:00 p.m., Terminal Building, 2nd Floor. Women's Organization of Pilots, Men welcome! Contact Sophie Thibodeaux 281-391-2958. See website www.ninety-nines.org.

COMMEMORATIVE AIR FORCE

Meetings 3rd Sunday of the Month at 2:00 p.m., Hangar B-5. Memberships available. Contact 281-579-2131 or email info@houstonwing.org, www.houstonwing.org.

EAA CHAPTER 774 MEETING

For Meeting Information and Announcements Contact Rick Human 281-463-6769. Great Meetings! Large Turnouts! Join Today.

WOMEN IN AVIATION

For meeting information contact Vicki at 812-989-6653 or email vicki@houstonwai.org. See website www.houstonwai.org.

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WEST HOUSTON AIRPORT

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West Houston Airport (Since 1962)	Flight School, Pilot Supplies	Terminal Building	281-492-2130	www.westhoustonairport.com
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Air West Interiors	Upholstery	Hangar #1 White East	281-398-3821	
J & S Detailing (Since 1991)	Aircraft Detailing	On Site	832-202-4198	www.jsaircraftdetailing.com
Lone Star Rod & Rifle	Purveyors of Fine Sporting Life	Hangar B-1	281-829-3006	www.lonestarrodandrifle.com
Dr. Victor Arellano (Baron Pilot)	FAA Medicals (by appt. only)	15410 Ridge Park Dr. Houston, Tx 77095	281-855-2244(o) 281-460-2247(m)	www.tmauc.com

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OLIVIA WATKINS, Customer Service Representative
KRISTEN GIBSON, Customer Service Representative
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BEN SIGMUNDIK, Certified Flight Instructor
CHRIS LANGSTON, Certified Flight Instructor
JUSTIN HUFFMAN, Certified Flight Instructor
RONNIE BOLES, Linecrew Technician***
MATTHEW RUIZ, Linecrew Technician**
BLAKE SMITH, Linecrew Technician*
ERIK DITTMAR, Linecrew Technician*
IAN SPURLOCK, Linecrew Technician*

(*Indicates years employed)

TYLER TEPE, Linecrew Technician*
SEAN FRITSCH, Linecrew Technician
ROBERT JACKSON, Linecrew Technician
GARY MCILQUHAM, Linecrew Technician
SERGY PAN, Linecrew Technician
WARREN VANDAGRIFF, Linecrew Technician
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