



HIGH FLIGHT *Newsletter*
Lakeway Airpark, Inc.
November/December 2002

A Word From The Lakeway Airpark Board

Greetings all! We hope your holiday season is going great and continues to be a wonderful time of celebration, thanksgiving, reflection and remembrance. As far as the events around the good ol' airpark go, right now things seem to be a bit quiet, and as you probably know, that's really good news.

We do have one disappointing bit of news to report to the membership, however. In the last newsletter we reported to you that the 3 aging lawsuits being defended by the Lakeway Airpark had been dismissed due to a "want of prosecution". That was indeed true. Since our last letter to you, a motion to reinstate the lawsuits was filed by Mr. Gammon on behalf of Mr. McCutcheon, Mr. Skinner and Mr. Vise. A court hearing was held before the honorable Judge Joseph H. Hart. Unfortunately, on November 8th, 2002, Judge Hart reinstated the lawsuits. So the Lakeway Airpark and Rocky Peebles are back where we were before the cases were dismissed.

We, as your Board, will keep you advised of our next steps of diligent defense against these allegations. It is a shame that the time and resources expended in defense of these allegations could not be applied to a much more honorable cause such as Angel Flight, Blue Santa, or perhaps a scholarship to a Lake Travis High School graduate bound for college. There are many other worthy, unmentioned charitable candidates for consideration, but you get the idea. Such a waste!

On a lighter note, exploration and planning on the construction of the 5th hanger continues. Curtis Hobson and 3 other Lakeway Airpark members are moving ahead in preparing to construct a 5th hanger that will be located South of the existing 4 hangers. If you want more detailed information, please come to our regularly scheduled board meetings.

Finally, as you are probably aware, Gordon Lingle has provided aviation services to many of us around the Airpark. Gordon wants you to know that as of January 1, 2003, he will no longer be a provider for aviation services such as flight instruction or aircraft maintenance. Gordon, we thank you for your past services, they will indeed be missed.

We wish you all a safe, happy holiday season, and happy flying in the coming New Year.

On behalf of the Lakeway Airpark Board of Directors,
 Best Regards,

Mark Mims - President

Austin Approach / Tower Tours Planned

How many of you have questions on how the air traffic system works? Joe Bain is setting up the perfect opportunity to find out first hand! Tours of the Austin facility are now available again. If you are interested in attending in January or February, Joe will be setting up as many tours as necessary to insure that all of us get a chance. There are a couple of restrictions: you must be a US Citizen, and a maximum of 7 people per tour are permitted. The first tour will be **Wednesday, January 15th**. We will depart Lakeway at 1PM for a tour at **1:30**. Tours will last about an hour - plenty of time for questions. If you can't make it during the day time, how about **Monday, January 27th**, leaving at 6:00 to arrive at AUS for a **6:30** tour. All interested persons are requested to **email Joe** as soon as possible at joe@bain.us. After the first tour fills up, he will schedule another. It would be great if 3R9 could make a good showing for a tour. Who knows, ATC might just learn something from us, and we will certainly learn something from them.

DON'T FORGET

The regular **Saturday, Dec. 14, &** beginning at **8:30 am,** **meeting** to follow at *always* needed for the Work Days,



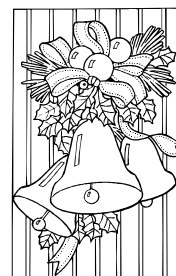
Airpark work days will be **January 11,** with a **Board 9:30 am.** Help is and, of course, all

Airpark Members are welcome and encouraged to attend the Board meetings.

Attendance at the Thursday "Dinner at Rosie's" has dwindled, and there has been some talk about moving the location. With several new and great places to eat in the Lakeway area, it may be time to try something different. If you've got an idea for a new Thursday dinner site, let us hear from you!

New Places to Visit

Next time you're itching for one of those famous \$100 hamburgers, point your GPS to **Brenham (11R)**. There's a new 50s style diner on the field, and word is the food, service and prices are all great. There's a courtesy car available (2-hour limit), and rental cars can be arranged if you need more than 2 hours, say, to tour the Bluebell Ice Cream factory. With all the news about airports being shut down, it's nice for a change to learn of one that's expanding its facilities. For additional information about 11R and its amenities, take a look at it on the web at www.airnav.com/airport/11R.



General Aviation Awareness

If you've ever been asked by non-flying enthusiasts exactly what it is that general aviation does that's so great and been stumped for an answer, you're in luck. AOPA's newest web site www.gaservingamerica.org has all the answers you ever thought of and probably several you haven't. The severe restrictions placed on g.a. after the 9/11/01 terrorist attacks prompted AOPA to set up the web site to help educate policy and rule makers, as well as the general public, and yes, even pilots, on why g. a. is so critical to the USA. You are encouraged to log on and read all about it. The next time somebody asks "Oh, yeah, what's so great about small airplanes?", you'll be prepared.



Airline Training Orientation Program (ATOP)

Featuring the Houston Training Facilities of Continental Airlines
by Mark Mims



In November, Taylor White and I participated in a 2-day Boeing 737 orientation class at Continental Airlines. The class consisted

of: ~10 hours of B737/300 & B737/800 ground school
~2 hours in the cockpit procedure trainer
~2 hours in the full motion simulator

The following ATOP paragraph summarizes the program: "The "ATOP" offers any certificated pilot, especially someone interested in an airline career, a rare opportunity to experience the C.A.L Training Center and the FAR 121 training environment. Participants learn the operation of all major systems and service as crew for 1 hour and observer for 1 hour in each simulation device. One hour of B737 simulator time is log-able. Instrument and ME rating not required. (for more information: www.b737.com or 970-887-3737)

Those of you that now have, or have ever had, the privilege of flying the big iron, might underestimate the thrill of getting to participate in this class. But I can tell you that I am a better pilot because of what I learned in this class. I also took advantage of the optional "high altitude endorsement" track. The basic cost of the class is \$435.00. The optional "high altitude endorsement" was an additional \$150.00.

The folks at the Continental Airlines Training Center were very professional and treated the ATOP class of "rookies" as fellow pilots while at the facilities. Captain Robert Joslyn, Manager, Flight Test/Contract Training & Flight Standards & Training, came to personally welcome the ATOP class. If you are not an airline pilot, but would like to participate in a unique flying opportunity, I recommend that you grab a fellow pilot and go to Houston for the aviation experience of a lifetime.

Pearl Harbor Aviation Museum Planned

As recently reported in AvWeb Flash (a FREE aviation electronic newsletter - see www.avweb.com), plans are being proposed for a new aviation museum on Ford Island in the middle of Pearl Harbor. The museum could become a reality as soon as 2005 if all goes as planned. The Military Aviation Museum of the Pacific would preserve the historic site and add re-created artifacts. An article in The Honolulu Advertiser recently reported that exhibits would include approximately 100 aircraft and feature not only the Pacific theater of WWII, but also the Korean, Cold, and Vietnam wars. As additional information becomes available, it will be reported in this publication.



Get ORGA-KNEE-ZED!

I would hazard to guess that your average every-day pilot, and the professional and more seasoned pilots as well, are always on the lookout for toys, gadgets and accessories to help make their flying lives easier. So I'm always interested when I find something that looks like it might make for better cockpit resource management.

Local Lakeway resident, Marty Scott (aka "Scott Wings, Inc."), has come up with what has got to be the ultimate in aviation kneeboards. The **ORGA-KNEE-ZER tm** is an extremely versatile, organizer/kneeboard with a standard 7-ring binder on a stable platform, a fold-out, self-supported writing surface and many other unique features. It can be used for VFR or IFR flight, using NOS or Jeppesen charts. Its patent-pending design allows the user to flip through various charts, checklists, or other reference materials with unobstructed access to the writing surface. Its great versatility lies in the tri-fold, hinged design, which suits a broad range of requirements based on individual needs.



Marty and his brother-in-law flew into Oshkosh for the first time this year. Their Baron suffered the indignity of having all but two of its seats removed in order to accommodate the huge load of ORGA-KNEE-ZERs they took with them. Marty reported that they sold quite a lot of product while taking copious notes on the feedback pilots provided at their booth.

Marty is hard at work getting manufacturing costs and distribution channels all in line. Until then, you can buy these great kneeboards direct over the internet. Marty says there's still time to get them for Christmas, so if you haven't finished your shopping, I recommend you visit www.orga-knee-zer.com and pick out the model that suits you... oops, I mean all those deserving pilots on your gift list, best.

Airport Watch Program Begins

AOPA's new Airport Watch Program went "live" as of Monday, December 2, 2002. In an effort to show that general aviation can help with airport security concerns, AOPA has set up a toll-free number ("866-GA-SECUR" or 866-427-3287) for use in reporting suspicious activity at an airport. The 24-hour hotline is funded and operated by the Transportation Security Administration as a partner in AOPA's ongoing Airport Watch Program. Other parts of the Program include an online and mailed brochure and poster with examples of suspicious activities, steps pilots can take to assist law enforcement, and precautions for improving airport security. You can check for the brochure and poster at www.aopa.org. If you're an AOPA member, chances are one will show up in your mail soon.

State Legislators Told to Leave Pilot Licensing to Feds

A recent FAA opinion letter requested that state legislators leave pilot certification up to the feds. The letter claims the FAA has sole jurisdiction to regulate pilots' licensing. The problem is several states have either already enacted, or are considering enacting, some form of law requiring background checks and/or fingerprints, etc. According to the FAA, the authority to regulate civilian schools giving instruction in flying is reserved for the FAA Administrator. They point out that the need for uniformity among the states in this area should be readily apparent. It appears several states (CA, MI, OK, FL to name a few) do not see it that way.

Until jurisdictional and constitutional issues can be ruled on, pilots still need to remember that they are required to carry photo identification when flying. As of this writing, your current driver's license will suffice. Stay tuned for further developments. (Source: AvWeb)

The Night Before Christmas -- Aviation Style

(Found taped to a glass display case at an FBO at Buffalo International Airport in 1988)

'Twas the night before Christmas all over the place,
When we were confronted by an old flying ace.
There was icing reported and turbulent air,
He said, "File me a flight plan, I gotta get there."

Outside sat his aircraft all ready to run,
And the old man walked out to that P-51.
"Bad weather's no problem," he silently mumbled,
The prop came to life... that big Allison rumbled.

He eased in the throttle, the roar shook the ground,
He taxied out and he turned it around.
He went through the run-up and seemed satisfied,
Then he said to himself, "I'm in for a ride!"

So he lined it up straight as he poured on the coal,
The tailwheel came up as he started to roll.
Up off the runway, he sucked up the gear,
And that mighty V-12 was all you could hear.



The Night Before Christmas -- Aviation Style - continued

He screamed overhead with a deafening crack,
The blue flames were flying from each shiny stack.
He pulled up the nose and started to climb,
No ice on that airframe, it didn't have time.

On top of the weather with the levers all set,
He looked up above him and saw a Lear jet.
"With jet fuel and turbines, there just ain't no class,
Gimme pistons and props, and lots of av gas!"

Now he was approaching where he wanted to go,
But the weather had covered the runway with snow.
How would he land it? We just have to guess,
Because the only way in was a full I L S.

Then over the marker, he started his run,
The ceiling was zero, visibility...none.
Still going three hundred and he felt the need
For an overhead break to diminish his speed.

Over the numbers he zoomed along like a flash,
Pulled into his break, we just knew he would crash.
Oh, why do they do it on these kind of nights?
Then over the threshold, we saw landing lights.

"I'm on short final with three in the green,
And I see enough runway to land this machine."
And as he tied down that Mustang, they all heard him say...
"Next year I'm stickin' with my reindeer and sleigh!"



Editor's Corner

The last couple of weeks has sure seen an interesting assortment of flying weather. Whatever the weather and whenever you fly, I hope that you'll remember to keep your eyes open and your radios in use when you're in the Lakeway Airpark environment.

Although the lawsuits appear to be back in play, it is important that we all continue to support our Airpark and our Board in whatever ways we can. Every person who attends a work day, participates in a Board meeting, does ramp duty or helps out in some other way, is helping us to keep our Airpark operational and safe. Your ideas and assistance are always encouraged and counted upon.

How ever you celebrate the holidays, I hope they are special times for you. Merry Christmas to all, and to all a good flight!
-- Ginger

Send newsletter contributions (stories, anecdotes, jokes, articles, photos, etc.) to Ginger Baldwin at P. O. Box 9202, Horseshoe Bay, TX 78657-9202 or via email at ginger@3r9.org.