

HIGH FLIGHT

LAKEWAY AIRPARK

MAY 2004



MESSAGE FROM YOUR PRESIDENT

We are hopeful that we will be able to start the terminal building in the next 60 days. It should take 3 to 4 months to construct.

We are still exploring the cost of overlaying the ramp area.

The Nominating Committee for the new Directors is me (Joe), Robert White, and Ed Ragan.

Robert White is in the process of rewriting the homeowner taxiway agreements. Any input you may have should go to Robert White.

Thanks,

Joe Byrd - Airpark President



Joe Byrd
Airpark President

ANNUAL AIRPARK MEETING SCHEDULED FOR JUNE 7TH

The annual airpark meeting scheduled for June 7th will start at 6:30 with cookies and drinks at the Lakeway Activity Center.

Three officers, Ken DeBower, Bill Thompson, and Ed Ragan will be leaving the board. Therefore, 3 replacements will be elected at the annual meeting and nominations are being accepted. One will be for Class I membership and two will be from Class II membership. The term is a 2 year term.

Serving on the nominating committee are Joe Byrd, Robert White and Ed Ragan so if you have any suggestions, please contact one of those 3 people to get a name on the ballot .

Nominations will also be accepted from the floor.

The statements were mailed out for annual dues and they are due by the annual meeting and representatives will be there to collect .

BOB FOY

For those of you who may not have heard, Bob Foy passed away on April 28.

Bob, a Northwest 747 Captain, had recently been diagnosed with cancer, but it was apparent from the start his battle to fend it off would be challenging.

Bob was instrumental in the purchase of Lakeway Airpark; however, the last few years has been a principal at the Spicewood airport. He is survived by his wife Carol, a leader in the local 99's chapter.

Donations in Bob's memory can be made to the Mooney Aircraft Pilot's Association Safety Foundation Scholarship Fund.

MAPA Safety Foundation
Scholarship Fund
C/O Ted Corsones
PO Box 460607
San Antonio, TX 78246-0607



WANT A GLIDER RIDE AROUND LAKEWAY?

Horst Stratman is offering glider rides to those that are willing to give a \$100 donation towards the building fund.

Please contact Horst at Tel: 512 266 0132 Fax: 512 266 0133 if you are interested.

Horst will be our featured airpark member in the June issue of High Flight.

MEET STEVE BANGS

I started my flying career in 1963 as a member of Air Force ROTC in a small college in Iowa. With Vietnam rearing its ugly head, it seemed prudent to go into the Air Force rather than risk the draft. I soloed in a Piper Tri-Pacer (PA22) after about 5 hours of instruction and recall that took to flying quite easily, but I was pretty lousy at cross-wind landings.

I completed AF Pilot Training in 1965 and went straight to Interceptor school in Sherman Texas (F102) and then on to Florida to train in the F101B (Voodoo). After that, it was off to Michigan where had lots of opportunities to fly in snow, low visibility and sharpen my instrument flying skills.

Within 18 months, with Vietnam winding up, I was off to Idaho to train in the RF4C with an eventual assignment to Vietnam. That plan was changed and half of my graduating class was diverted to Okinawa which was a great assignment but pretty boring flying except when we were deployed to Korea. There were few rules and we were frequently asked by the ground radar sites that monitored us to do a “bubble check”....translation high speed, low level flyby. I finally made it to Saigon in 1971 and flew combat for about 7 months.

After that, it was back to South Carolina to upgrade as an instructor and train new pilots in the RF4C. Excluding a couple of non-flying assignments, I continued as a instructor and accumulated about 3000 hours and about 1000 hours of instructor time before retiring from the AF at Bergstrom in 1984.

The imbedded picture is of my last flight as instructor in the RF4C in South Carolina which was neither my last flight nor my last as an instructor.

As soon as I win the lottery, I'm going to get myself a Mooney or a Bonanza!





LIVING ON THE RUNWAY

by Julianne DeBower

It was the day after April 15th, and my stress level was already high.

Running late, I was looking frantically for my other shoe, when the phone started ringing-AGAIN. By the time I found the phone under one of the sofa cushions, precious minutes had been lost. "Hello," inquired the unknown voice, "Is this Lakeway Airport?" A very nice woman (Well, she sounded nice to me) was looking for someone who could decide whether Lakeway was interested in helping to fund a new AWOS (Automatic Weather Observation ?) system at Lago Vista. Having assured her my husband would communicate with her asap, I wanted to know the deadline for gaining our consent to involvement. Did she really say, "Today, at 6:00 p.m.?"

As one of the unofficial receptionists for the Lakeway Airpark, I have great respect for all providers of "customer service." The calls we receive are sporadic-sometimes several a week, occasionally several a day, but usually just a few each month. Initially, the events of 9/11 broadened the scope of those calls considerably. Fortunately, we are a curious neighborhood by nature, and little if anything goes unnoticed by those living in close proximity to the runway.

Most exciting are the calls from the FAA for assistance in locating airplanes. It is amazing how many planes land here without closing their flight plans. Each time that happens, FAA personnel call to verify that the plane is, in fact, here. If no one else is available, I jot down the tail numbers, trot across the neighbors' yards or drive around to the parking area, and make sure a plane bearing the correct number is parked on the ramp. Usually the plane in question is located easily; a call-back is made to verify the plane's arrival, and all is well. As a side benefit, I usually run into one of my neighbors and catch up on all the news.

The last FAA caller was concerned that the recorded message on the airpark telephone provided no telephone contact information, and he had been forced to look up old information to find us. I am passing that complaint to the appropriate parties and hope the recorded message will be amended soon (Hint. Hint.).

Less exciting, but equally interesting are the calls from out-of-towners planning a visit and trying to find out what services we offer (not much other than gas, good cheer and a willingness to help), how close we are to Austin, the availability of local accommodations the length of our runway, how long can an airplane be parked, etc. A common request is for assistance in obtaining a rental car, and until lately, the only ones available were difficult to arrange. Now, Enterprise has opened an office just outside the Lakeway entrance, and has agreed to deliver cars to the airport when requested. This is great news, and I trust you will all pass on the information.

Local calls cover a broad spectrum. Pilots want to rent or buy hangars, tie-downs or parking spaces for cars. Some are looking for flight instructors or airplane mechanics. One caller did not understand why renting a car parking space did not permit him to park his plane on the ramp for free. Others have questions about annual dues-what do they cover and to what do they entitle the member? Where possible, the answers are quickly provided by me and the other unofficial receptionists. When all else fails, we send them on to higher authorities. (Buckpassing by any other name is very sweet.)

Oh, drat it! The phone is ringing, and I think it's mom! Sorry, I'll catch you up on this one next month...

PINCH HITTER COURSE

There are plenty of us out there that enjoy flying with our pilots, but what if something should happen and we had to get that airplane down on the ground by ourselves? Would you know how to do it?

I am trying to get together a Pinch Hitter Course to be held here at Lakeway Airpark; hopefully, in late June or July. There are several spouses that have expressed an interest in this.

The class will be on a Saturday and should run about 6 hours and the cost will be minimal

I need to have names of those that are interested. Please call 261-3313 or e-mail me at Yakjim@aol.com and I will put your name on the list and get back with you when final plans have been made.

More information will be in the June newsletter.

Joann Anderson

AIRPARK WORKDAY SATURDAY - MAY 8

8:30 AM

(Board Meeting Immediately
Afterwards)



AIRPARK DINNER THURSDAY - MAY 13

6:30 PM

IGUANA GRILL

PLEASE COME JOIN US



WOULDN'T YOU SAY
THIS IS A
"BAD FLYING DAY"

BE CAREFUL WHEN FLYING NEAR CRAWFORD

A Piper Arrow was intercepted by an F-16 fighter jet near President Bush's ranch in Crawford, Texas, last month, and escorted to a landing at San Marcos Municipal Airport (about 100 miles south), News 8 Austin reported.

The airplane was searched, and the pilot and his passenger were questioned by the Secret Service and later released. The F-16 pilot reportedly fired flares at the Arrow, but they were either unnoticed or ignored.

"Flight 2341, for noise abatement turn right 45 degrees."
"But Center, we are at 35,000 feet. How much noise can we make up here?"
"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

Taxiing down the tarmac, the 757 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off.

A concerned passenger asked the flight attendant, "What was the problem?"

"The pilot was bothered by a noise he heard in the engine," explained the flight attendant, "and it took us a while to find a new pilot."

The following article was received from Ginger

FAA NOW OFFERS 12-HOUR ICING FORECAST ONLINE

The FAA on Thursday unveiled a new Web-based product that offers warning to pilots about icing hazards up to 12 hours in advance. The Forecast Icing Tool provides a high-tech color weather map and/or a flight-route display of icing potential at flight levels from 3,000 to 18,000 feet. The user can view freezing-level graphics with forecast times at three-, six-, nine-, and twelve-hour intervals to plan safe routes of travel, the FAA said. "One of the best ways to manage the effects of bad weather is to avoid it altogether," said FAA Administrator Marion Blakey in a news release. "With information provided by this automated tool, pilots flying aircraft under 18,000 feet can make critical flight decisions."

Overheard on the Mexico City ground control freq....
F-100: Ground control, F-100 ready to taxi.
Ground: F-100 clear to taxi to Runway 5 left. Follow the 767 ahead of you.
F-100: Where is the '67 going?
Ground: To Madrid ... but you just follow him till before the runway!!!

LAKEWAY AIRPARK BOARD OF DIRECTORS



- President.....(512-261-9409).....Joe Byrd
 - Vice President....(512-261-4320)..Ken DeBower
 - Secretary.....John Reinschmidt
 - Treasurer.....Bill Thompson
 - Member.....Jim Anderson
 - Member.....Bob White
 - Member.....Ed Ragan
- Committees
- Maintenance.....Grant Kaiser
 - Social Functions.....Bonnie Thompson
 - Web Page.....Joe Bain
 - Newsletter.....Joann Anderson
(261-3313, Fax 261-3933, Yakjim@aol.com)

AIRPARK SOCIALS

by Bonnie Thompson



What a beautiful evening to share with friends.... April 8 the airpark met at Big Daves for dinner. We had a great group! Our numbers seem to be staying around 24 folks...

For May I thought we might try Iguana Grill. We have been having some spectacular sunsets and I can't think of a better place to watch one..... Mark your calendar's; May 13, 2004 Iguana Grill 6:30.

June the airpark will have a lot going on.... The annual meeting is June 7th, dinner the 10th and then the workday/bod meeting on the 12th. Anyone have any suggestions for June?

Any interest in doing Poodies Hilltop or Hills Cafe? Any suggestions give me a call: 266-3227



Glenda Foreman, candidate for re-election to the Lakeway City Council (riding the motorcycle with Joe Bain), joined us for our outing at Big Daves last month.

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"
 Student: "When I was number one for takeoff."

ANNUAL MEETING
Lakeway Activity Center
JUNE 7 - 6:30