

HIGH FLIGHT

HAPPY NEW YEAR

LAKEWAY AIRPARK
January 2005



Season's Greetings!

What a Year! Two days ago I was landing on 17 at Denton, TX and the tower told me winds were 220 degrees at 28 gusting to 40 - I thought that was exciting! Looking over 2004 at the Airpark, I realized that the year we had here was unbelievable.



Joe Bain
Airpark President

On February 11th, America's Huey graced our Airpark on their way to the Smithsonian, what a privilege. A lucky few of us even got a ride in this piece of history. At the same time, the weather went crazy and we got 3 or 4 inches of snow. We said bye to new friends in the Huey and hello again about 15 minutes later when they discovered ice in the sky and returned to wait for better weather.



March thru May we were working on getting donations for our new building, Mark Goldberg flew his new Bearhawk, and planning was completed on the



Terminal Building. June came around and we demolished the old building. I was sad to see it go but glad we were getting started on the new one. Also in June I was

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WAYNE & CORA WAGNER RELOCATING TO GRANBURY



Pictured above is Wayne Wagner with his dog Beau as they are doing their daily check on aircraft that are parked on the ramp. Wayne has been doing this for many years and is going to be greatly missed. His job is open for any volunteers out there. Below is a message from Wayne.

Well, it looks like Cora and I are about to finally close on a dental practice up in Granbury, just about 37 miles from the Dallas-Ft. Worth metroplex. Of course this will put us minutes from two rapidly growing granddaughters, which is a major consideration for us, as well as the prospect of running a (hopefully) prosperous business.

The seven years we have spent here at the Lakeway Airpark will always be an experience engraved onto our hearts...we have really loved it. But, as long as you keep the runway here, it will always be an

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MEET NELLIE ABRESCH

I met Bob at a dance in 1991 and married him in 1992. Since that marriage I have become a ballroom dancer, water skier and a master scuba diver. My biggest achievement though was becoming a private pilot. I became interested in flying after I married Bob. I went with him to an airspace seminar and was very fascinated by the separation of air traffic. I had never thought about how they kept from running into each other.

As I was a little anxious about Bob flying his Very Easy I decided to take a ground course to learn more about flying. It was not long before I was completely hooked. After I finished the course



and passed the FAA Exam, I started my flight training. Everything went fine, but slow and I finally mastered the art of landing. I finally got my private pilot certificate in April of '96. I flew as often as I could until the owners kept selling the planes I was renting.

In April of '98 we found the Capella kit. We made a telephone call and within five

minutes I owned an airplane. For the last few years we have been assembling it, and it is finally ready to take to its new home at Lakeway Airpark. I look forward to many happy hours of flying and plan to someday finish my aerobatics course. I found it very exciting and loved every minute of it.

Hopefully we will move the Capella to Lakeway in Jan. Hope to see all of you there. Blue skies and tail winds,

Nellie Abresch.

AIRPARK SOCIALS

By Bonnie Thompson



Hey Gang!
Let's start 2005 back at our roots!
Rosies
January 6, 2005

LET'S GO TO THE MOVIES

The airpark is going to the movies! To be announced. The Aviator, the life about Howard Hughes will start in the theaters soon.

If you are interested in going with the group you can call Bonnie @ 266-3227. I will send out an email with the date and time. If you are not on email and are interested in going be sure and call. We will do an early movie and then perhaps dinner.....

EXCESS DIRT REMOVED FROM HANGAR AREA



Fill moved in before construction of the 5th hangar was canceled has been cleaned up and moved to level the property where Robert White plans to build his new home.

WAGNER'S RELOCATING

(Continued from Page #1)

easy decision to come back and visit. We will never forget the great friends that we have made here!

Until our house sells, I will be commuting back here on weekends. I know that our dog, Beau, will sorely miss the golf cart rides up to the ramp each night to do the ramp check. ^{6:30}

I do have a couple of suggestions for the airpark association. I believe that the custom of allowing 2 free tie-downs with a fuel purchase ought to be ended. Many folks abuse the privilege by buying only a couple gallons and then repeating the process every couple days. The fact that the fuel is already less expensive than most airports ought to be enough of a treat. My other suggestion is that the airpark association work with the condominium hangar group to effect an agreeable change in the agreement between the two parties to enable the airpark association to have an unequivocal first right of refusal in the purchase of the hangar bays. There is no downside for the hangar owners and this would give the airpark the proper control over community access to the airpark. This should have been done at the onset of the original agreement, but the airpark did not have adequate advice at that time.

A couple years ago in the dark, legal days of the airpark, I promised Robert White that when he got on the board, the only real hard work left would be the scheduling of airpark parties. I don't think we are there yet, but we are getting closer. It's too bad that Cora and I will not realize the use of the new shack, where I suspect many of those parties will be.

Wayne Wagner



AIRPARK WORKDAY - SATURDAY — JAN 8TH — 8:30 AM
BOARD MEETING IMMEDIATELY FOLLOWING

ACTOR BRUCE WILLIS OFFERS LAND FOR AIRPORT

It's not like Bruce Willis to sit quietly. At least that's not what he did in the movies *Die Hard* and *Pulp Fiction*. Now Willis wants to get into the airport game. He surprised the Friedman Airport Authority in Hailey, Idaho, when he offered to donate land for a new airport. Willis showed up at one of the authority's recent meetings and sat in the back of the room until it was time to make his presentation, The Associated Press reported. It was met with applause. The airport authority has been looking for ways to upgrade its facilities for larger, faster aircraft and initiated a site search for a new airport last year. So far, the number of sites has been narrowed down to three, one of which includes some of Willis' property. But don't expect it to happen anytime soon. It could take 10 years to build.

FAA GROUNDS T-34 FLEET

The FAA has issued an emergency airworthiness directive grounding all Raytheon Beech Model 45 aircraft, commonly known as T-34s. The action comes after the in-flight breakup of a Texas Air Aces-operated T-34 last week. The company uses the former military trainers to give customers a taste of mock aerial combat. "Although the T-34 bears some similarity to the Beechcraft Bonanza, the wing spar issues are different, and this accident is not likely to directly affect Bonanza and Baron owners," said Andy Cebula, AOPA senior vice president of government and technical affairs. "However, this adds more pressure on the FAA to examine aging aircraft issues in the general aviation fleet. Some of the T-34s have a much greater number of fatigue cycles than the typical GA aircraft. From the FAA's viewpoint, the problems they are having could be an advance indicator of issues that will face other aircraft in the next decades." While AOPA's top priority is maintaining safety, Cebula said the organization will continue its efforts to keep these aircraft affordable and flying.



MEIGS DESTRUCTION AN 'ABOMINATION,' SENATOR SAYS

If the City of Chicago thought lawmakers and the aviation community would quietly accept its claims that Meigs Field was an "abandoned" airport that had to be bulldozed, it's in for a surprise. In a December 8 letter to FAA Administrator Marion Blakey, Sen. James Inhofe (R-Okla.), an AOPA member and active general aviation pilot, called the destruction of Meigs Field a "complete abomination" and Chicago's definition of abandoned property "alarming." He wrote that the city's use of federal funds to destroy a valuable general aviation airport was "insulting" and urged the FAA to continue its efforts to impose the maximum penalties allowed by law. "It's great to know that GA has powerful friends--and that they won't look the other way and allow this despicable deed to go unpunished," said AOPA President Phil Boyer. "It's important for Chicago and other cities to recognize that the aviation community won't stand by while our nation's air transportation system is torn apart."

DINNER AT ROSIES—THURSDAY—JAN 6TH—6:30 pm
Come and Join The Fun

**(Message From The President Continued
From Page #1)**

**LAKEWAY AIRPARK
BOARD OF DIRECTORS**



honored to be elected the President of the Airpark again and also welcomed Eddie Carter and Grant Kaiser to the Board of Directors. Many thanks to Bill Thompson, Ed Ragan, and Ken DeBower for your dedicated service to the Airpark!

In July the building really began to start. We poured the slab and started on an adventure! Ever try to get a building built for half of the normal cost? It's happening though! We had a "pinch hitter"



course that Joann Anderson set up and made happen, a great success with smiling graduates.

August came around and we experienced a great tragedy. Sadly 6 people died when an AeroStar departed our Airpark and crashed into the home of Larry and Jackie Elliott. Luckily they both survived unscathed physically but with a home that was burned and terrible memories that will last their lifetime. The passengers in the AeroStar were not as lucky and all six died. We all need to work to see that nothing like this ever happens again - be safe and fly safe!

There was another crash in Bee Caves in September and after that an airplane had engine failure and landed in a field in Bee Caves also. I'm told that these things happen the three's, I hope this is the last for 50 more years at least.

The building is coming along and is dried in now with doors and windows. We'll keep plugging away and maybe there will be a grand opening by Spring of 2005.

I received a call from Wayne Wagner telling

President.....(512-261-5613).....Joe Bain
Vice President....(512-261-3313).....Jim Anderson
Secretary.....(512-261-8036).....John Reinschmidt
Treasurer.....(512-402-9001).....Eddie Carter
Maintenance.....(512-914-6682).....Robert White
Member.....(512-261-9409).....Joe Byrd
Member.....(713-223-0000).....Grant Kaiser

Committees

Social Functions.....Bonnie Thompson
Web Page.....Joe Bain
Newsletter.....Joann Anderson
(261-3313, Fax 261-3933, Yakjim@aol.com)

**CERTIFICATES TO
BECOME PHOTO ID**

Starting with your next rating or certificate, your pilot's certificate will sport a new feature. You. In living color. Buried deep in a contentious bill that revamps the U.S.'s intelligence and anti-terrorism posture is a provision requiring pilot certificates to carry the photo of the license holder. The new certificates will also be tamper- and counterfeit-resistant and may have the ability to store biometric information. The FAA has a year to start issuing the new documents but you likely won't have to say "cheese" right away. The bill doesn't require pilots to get the new license unless they get a new rating or certificate.

me he was purchasing a practice elsewhere. I hate to lose this member, his volunteer work on the ramp has kept us going for years! Thanks Wayne for all your help!

It's time to end this, I'm ordering fuel today and by the time you read this the price will go down to \$2.25 a gallon. I will know the results of a bet I have on whether or not it will snow on Christmas! Thanks to all of you for your help and support - without it there would be no Airpark! I hope all of you have a happy holiday and look forward to seeing everyone in the next year!

Joe Bain