

HIGH FLIGHT



**LAKEWAY AIRPARK
MAY 2005**



MESSAGE FROM YOUR PRESIDENT

Hi Everyone!

So much has happened this month that I'm not sure where to begin! As you probably have noticed, Eddie Carter, Treasurer, has sent out the Applications for 2005/2006 membership. For Class I members, a Taxiway Agreement should have also been included. Please verify your membership class, amount paid and correct them if necessary. Be sure contact information including email is correct.

The Annual Meeting this year will be June 6th at the Lakeway Activity Center at 6:30 PM. Please mark your calendars and join us! Please call Bonnie Thompson if you are able to bring snacks. If you have any business you would like to bring up, please email one of the Directors to get on the agenda. I expect it will be a fairly short meeting with lots of time to socialize.

I expect the new terminal building to open for the next Directors meeting on May 14th. As I am writing this, I am waiting for the insulation folks to show up, the Septic Inspectors, and at 9am, I am meeting the Fire Marshal for their inspection. Tomorrow is the electrical, mechanical and plumbing final. I would like to especially thank Bill Thompson, Jimmy Anderson, Robert White and Rocky Peebles for their efforts to help with the project! I expect the Temporary Occupancy Permit on May 5th! What a milestone for the Airpark!

We are planning a Terminal Grand

(Continued on Page #4)



Joe Bain
Airpark President

**ANNUAL MEETING
MONDAY—JUNE 6TH
6:30 pm
LAKEWAY ACTIVITY CENTER**

SAVE THE DATE

JUNE 11th—6:00 PM

**Lakeway Airpark
10th Anniversary Party**

More information to follow

LAKEWAY POLICE PATROL AIRPARK

Pictured below is one of the Lakeway Police patrol cars as they are doing their hourly patrol around the airpark. We do appreciate their support.



Highlight doesn't have anybody to feature this month, but here are two very interesting stories that that you will enjoy reading. Read them both and you will be surprised.

STORY NUMBER ONE

Many years ago, Al Capone virtually owned Chicago. Capone wasn't famous for anything heroic. He was notorious for enmeshing the windy city in everything from bootlegged booze and prostitution to murder.

Capone had a lawyer nicknamed "Easy Eddie." He was his lawyer for a good reason. Eddie was very good! In fact, Eddie's skill at legal maneuvering kept Big Al out of jail for a long time. To show his appreciation, Capone paid him very well. Not only was the money big, but also Eddie got special dividends. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large that it filled an entire Chicago City block. Eddie lived the high life of the Chicago mob and gave little consideration to the atrocities that went on around him.

Eddie did have one soft spot, however. He had a son that he loved dearly. Eddie saw to it that his young son had the best of everything: clothes, cars and a good education. Nothing was withheld. Price was no object. And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Eddie wanted his son to be a better man than he was. Yet, with all his wealth and influence, there were two things he couldn't give his son; he couldn't pass on a good name and a good example.

One day, Easy Eddie reached a difficult decision. Easy Eddie wanted to rectify wrongs he had done. He decided he would go to the authorities and tell the truth about Al "Scarface" Capone, clean up his tarnished name and offer his son some semblance of integrity. To do this, he would have to testify against The Mob, and he knew that the cost would be great. So, he testified.

Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago Street. But in his eyes, he had given his son the greatest gift he had to offer, at the greatest price he would ever pay.

Police removed from his pockets a rosary, a crucifix, a religious medallion and a poem clipped from a magazine. The poem read:

The clock of life is wound but once
And no man has the power
To tell just when the hands will stop
At late or early hour.
Now is the only time you own.

STORY NUMBER TWO

World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare. He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific.

One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to return to the carrier. Reluctantly, he dropped out of formation and headed back to the fleet. As he was returning to the mother ship he saw something that turned his blood cold, a squadron of Japanese aircraft were speeding their way toward the American fleet.

The American fighters were gone on a sortie, and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet.

Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 caliber's blazed as he charged in, attacking one surprised enemy plane and then another. Butch wove in and out of the now broken formation and fired at as many planes as possible until all his ammunition was finally spent. Undaunted, he continued the assault. He dove at the planes, trying to clip a wing or tail in hopes of damaging as many enemy planes as possible and rendering them unfit to fly.

Finally, the exasperated Japanese squadron took off in another direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier. Upon arrival he reported in and related the event surrounding his return. The film from the gun-camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had in fact destroyed five enemy aircraft.

This took place on February 20, 1942, and for that action Butch became the Navy's first Ace of W.W.II, and the first Naval Aviator to win the Congressional Medal of Honor. A year later Butch was killed in aerial combat at the age of 29. His home town would not allow the memory of this WW II hero to fade, and today, O'Hare Airport in Chicago is named in tribute to the courage of this great man.

So the next time you find yourself at O'Hare International, give some thought to visiting Butch's memorial displaying his statue and his Medal of Honor. It's located between Terminals 1 and 2.

SO WHAT DO THESE TWO STORIES HAVE TO DO WITH EACH OTHER?

Butch O'Hare was Easy Eddie's son.

A NEW TEXAS TRADITION CONTINUES



By Tre Deathe Executive Director
Texas Aviation Association

The newest tradition for General Aviation in Texas continues in Galveston the first weekend in June. Gulf Coast Wings Weekend 2005 presented by the Texas Aviation Association will be Friday June 3rd and Saturday June 4th. This is a weekend dedicated to the continuing education of the GA pilot. There will be over 70 hours of Wings Safety seminars that will be interesting and informative. The seminars will be taught by people who are very knowledgeable. There will also be an AOPA Certified Flight Instructor Refresher Course as well as a Pinch Hitter course for your flying companion. The FIRC will be taught on Friday and Saturday and the Pinch Hitter on Friday. There will also be volunteer flight instructors both days that can be scheduled to ride with you in your airplane to brush up on cross wind landings, do a BFR, ICC or whatever you want to train for.

A General session on Friday will be hosted by the FAA's S.W. Regional Administrator, Ms. Ava Wilkerson. This session will be a Q & A where you get to ask one of the #2 administrators in the FAA your questions.

Saturday morning will begin with a Safety Awards Breakfast and the speaker for this event will be Bruce Bohannon. Saturday's General Session will be the [Future of GA: How LSA and VLJ Will Affect Aviation](#). This session will address Aircraft, Medical, Maintenance and Insurance changes and requirements. We will also have an IA recertification course that will be held both days. On Saturday evening, you can dine with the entertaining and dynamic John & Martha King inside and alongside the war birds of the Lone Star Flight Museum.

Texas has long needed an aviation event of this nature. This is not just a typical "fly-in", this is a "learn-in" designed to keep all levels of pilots up to date and current. By going to WWW.TXAA.ORG you will find information for the Gulf Coast Wings Weekend 2005 including the seminar schedule and times. You will also be able to register for the event and purchase meal tickets for the Breakfast and BBQ with the Kings.

The Texas Aviation Association is dedicated to promoting and protecting airports, educating the public about aviation and to keep the aviation community in Texas safe and current.

We extend an invitation to the aviation community in Lakeway to join us for the Gulf Coast Wings Weekend 2005. Make your plans today!

LIVING ON THE RUNWAY

By Julianne DeBower

A month ago, Lakeway was hit by a sudden storm that rained down golf ball sized hail, breaking windows and skylights, damaging roofs and denting any car or golfcart left unprotected in a driveway. Out with friends and just driving back into Lakeway when the storm hit, we were shocked by the violence and noise of the wind and hail. Jimmy Anderson, trying to drive through that mess, pulled his van off the road to take some shelter from the storm, but there was no place to go, and the van suffered a broken side mirror and numerous dents.

When the storm began to subside, we got back on the road and took a side trip to the airpark to check out any damage that had occurred there. Robert White, armed with his flashlight, was out in the bad weather checking on the planes when we drove up to the ramp. From the big Caravan amphibian to Nellie Abresch's homebuilt (just finished and ready for its maiden flight), not a plane on the ramp remained unscathed.

The next morning, after the storm ended and the true extent of the damage could be assessed, our President, Joe Bain, reported back on the damage and we discovered that our new airpark terminal building, under construction and almost completed, had dents in the roof, etc. In the middle of the worry and heartbreak caused by the damage to homes, automobiles and planes, it was also wonderful that the people of Lakeway were safe and unharmed, and in pilot speak, that means that for all the damage and furor, we still had a perfect landing.

THE OPPTS LIST

By Nellie & Bob Abresch



Message From Your President
(Continued from page #1)

Opening Party for June 11th for the membership and guests. We are hoping to have the landscaping finished by then along with some of the furnishings. Please mark this on your calendar also.

In case you haven't noticed, the covered space that Joe Byrd leases has been refurbished. New paint along with wood replacement has made it look like new again! Our Airpark is looking good again!

Well, it's off to meet the Fire Marshall now. To hear more, join us at the Workday and Director's meeting May 14th. Workday starts at 8:30 with the meeting following at 9:30. Come join us and bring a chair—we'll have it in the new Terminal!

Thanks again for all your support!
Joe Bain

Minutemen" Flying Border Patrols

The skies above the U.S.-Mexican border near Tucson have been busier than usual this week. Thirty pilots and their aircraft have joined a band of about 1,000 volunteers -- some, including President Bush, call them vigilantes -- who will spend the month of April working to deter illegal immigrants from Mexico. Leaders of the group, which calls itself The Minuteman Project, say they will not confront the migrants and/or smugglers, but will track them and report their activities to the U.S. Border Patrol. Leaders of the project have said they are worried about terrorists arriving through the leaky border, but Mexican President Vicente Fox said there is no evidence to support that fear. The American Civil Liberties Union of Arizona and other human-rights advocates are monitoring the patrols.

THANKS

The Lakeway Airpark would like to thank The Chilton Co for their support in the building of our new terminal. The Chilton Company were responsible for demolishing the "shack" and hauling away the debris.

AIR RACES FOR THE EAST?

A new event set for June 2-5 in Tunica, Miss., aims to bring Reno-style pylon air racing to the eastern half of the country. Veteran Reno racer Steve Dilda has been named air boss for the [Tunica Air Races](#). So far, the organizers expect to offer competitions for Unlimited Class, T-6 Class and Formula One aircraft. According to the organizers' Web site, 50 racers will compete. The show will also feature aerobatic performances and fly-bys by various airplanes including a B-24, several P-51 fighters, a B-25 and a P-47. The races will conclude with the awarding of cash prizes and the presentation of "The Tunica Cup."

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DATES TO REMEMBER

MAY 12—DINNER AT ROSIES—6:30 pm
MAY 14—WORKDAY—8:30 am
MAY 14—BOARD MEETING—9:30 am
JUNE 6 —ANNUAL MEETING -6:30 pm
**JUNE 11—10TH ANNIVERSARY PARTY
6:00 pm**

AIRPARK WORKDAY

SATURDAY

MAY 14—8:30 AM

BOARD MEETING

IMMEDIATELY

FOLLOWS WORKDAY



AIRPARK SOCIALS

ROSIES TAMALE HOUSE

MAY 12, 2005—6:30 pm

RISKS OF FLYING BEFORE ACTUALLY TAKING OFF...



You are a South African bush pilot. You fly in some critical medical supplies, enjoy a quick lunch at the hospital. It's a stifling 100 degrees in the shade and you're eager to get back up to the cool, high blue yonder. On the way back to your plane, you discover that the only bit of shade, within 10 miles, has become very popular . . . You start calculating the distance to the plane door and wonder . . . "Do I feel lucky today?"



AIRPARK HOME W/HANGAR FOR LEASE

(Available June 1st)

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**3 B/R, 2 1/2 bath, 2640 sq ft, 2 car
oversize garage plus airplane hangar**

**Beautiful Hill Country Views
from spacious decks**

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