

LLANO ADVENTURE — CONCLUSION



Reports from all three pilots indicate Freda can read a mean sectional. She had her position pegged at every checkpoint. Great work!

The shakes and sundaes didn't have a ghost of a chance, once the crew lit into them. Good thing, they didn't put up much of a fight — the diner was just getting ready to close for the day,

on a Saturday, at 2 P.M., when we snuck in.

The meat still toasty, ice cream still cold, and engines still warm from the flight, the group set out once more for San Geronimo.

At one point, Richard joked that Diana was having a whole lot of fun, and Boerne Stage was even closer for him than San Geronimo, so he quipped maybe she'd just come home with him.

Steve's autopilot is pretty cool — it responds to voice command, as the following transmission reveals, "San Geronimo Traffic, CT Zero Whiskey Zulu turning left base, runway one seven, full stop, I have the plane."

When Joe's not flying, he operates the unofficial San Geronimo Hospitality Suite. (pictured below) and there we ended the day recapping stories and enjoying each other's unique perspective on your choice of issues of the day.

Thanks to all for a truly inspiring day of flying.



STATUS OF FLIGHT LINE CAFÉ MOVE TO HONDO AIRPORT

By Tim Fousse, Honda Airport Manager

Re: Flight Line Café moving to Hondo Airport

Dave [Baker],

Thanks for the heads-up on this, I appreciate your feedback and input. I am sure you all will enjoy the trip to Reklaw – I wish I could go. I understand her disappointment, but be assured, we were trying to work with Evelyn, but she had indicated in our discussions that she could only pay a certain level of rent and given this constraint, we could not build her the building she would need and be able to amortize our expenses, basically a ROI issue.

Having the Flightline Café back on the airport would be a perfect situation and locating it north of the new terminal building was to be the perfect location. We see her business as a huge catalyst for ours, so having a restaurant is definitely something we would want.

We also worked very hard trying to keep the deal moving forward with a private investor (out of San Antonio) who had originally offered to build her a suitable building, but credit concerns have made that option no longer viable. To further describe our efforts, this issue was taken to the Airport Board (8/26/08), which supported our doing a complete analysis of the costs to be incurred to construct, which wound up being in excess of \$140,000. – not including the needed kitchen equipment, which Evelyn had said she would supply. This price did not include the cost of a parking lot, which would have added another \$75,000+.

When asked by Evelyn, I travelled to Devine, on my time, to look at a building she wanted to move to the airport. It was the second floor of a former airman's barracks that was cut off of the first floor and moved to Devine approximately twenty years ago (the exact date of the move is not known be me). There wasn't any way I could

get permission to move that building onto the airport. It will also need nearly \$75, 000 in renovations to make it usable as a restaurant, as it would need all new wiring, new central heat and a/c, roof repairs or an entire new roof, new plumbing and handicap accessible restrooms, just to bring it up to current building codes.

When we furthered our talks with Evelyn, we even modified our original site plans and offered to locate the new restaurant directly next to the terminal building, to the north, and construct a wooden patio for pilots to sit and eat while having an unobstructed view of the flightline – if we could make the funding and payback work out. Our intentions were to build the new building to compliment the new terminal building in construction materials as well as colors. I do not feel it is a fair assessment that we did not want work with her just my opinion – yours may still be different.

If there was any way that I could make this project viable, I would. I like Evelyn, I know her history and what it means to the airport, and her restaurant was where I had my first \$100 hamburger, nearly 10 years ago. If anyone has a better idea on how this project can be done, while making economic sense, I am all ears – and her biggest supporter. I am sorry you and your fellow pilot friends are unhappy with me. Help me find a solution and we all win. On my end, I am running very low on ideas for this project. We look forward to your next visit – find me when you land and we can talk further. Feel free to pass this on to everyone on the original e-mail. Thanks.

Fly Often and Fly Safe!

Tim