



Lakeway Airpark Newsletter

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Lakeway Airpark Inc.
115 Flying Scot
Lakeway, TX 78734
www.3R9.org

President's Letter

I love the Fall and Winter. Cooler weather brings crisp stable air, beautiful sunrises and sunsets, football and fires. The weather man has also predicted that this fall will bring El Niño with needed rains for the Hill Country and the Highland Lakes system.



We are 20 year residents of Lakeway and both went to school in Austin. I have seen Lake Travis in very poor condition during the 80's, and the Pacific moisture systems that have been hitting us for the past several months always seem to be the weather pattern that has refilled the lakes. We want the rain, but recent storms and run-off patterns have brought problems to the neighbors on Blue Jay Dr. and the eastside of the runway.

This is will be a major project for us this Fall and we have been meeting with the City of Lakeway to discuss the final proposal to resolve the issue on our property. Much of the problem originates with water uphill of us that is actually draining across Airpark property when we have heavy rains. What we have learned during this process is that we are responsible for moving the water downhill and our infrastructure is in need of some maintenance.

Additionally, the flow patterns following the development at Airpark South have changed. Our board worked together with the city and proposed a solution that will include some capital investment on our part, in partnership with the city, to correct the problems. You should expect to see some activity soon as we begin work to take corrective action.

On page 2 is a map showing areas where we have recommended work be completed. The city is sharing in the financial investment, but it will be a significant capital investment on our part. We intend to improve drainage by cleaning out the westside ditches and reconstructing berms in several areas on our property to direct flow. Additional work needs to be done to improve the downstream flow around the south end threshold, between the Klaas and Mulloy residences, and through Airpark South. The areas in red are where we have problem drainage spots and the areas in orange show where we intend to do work.

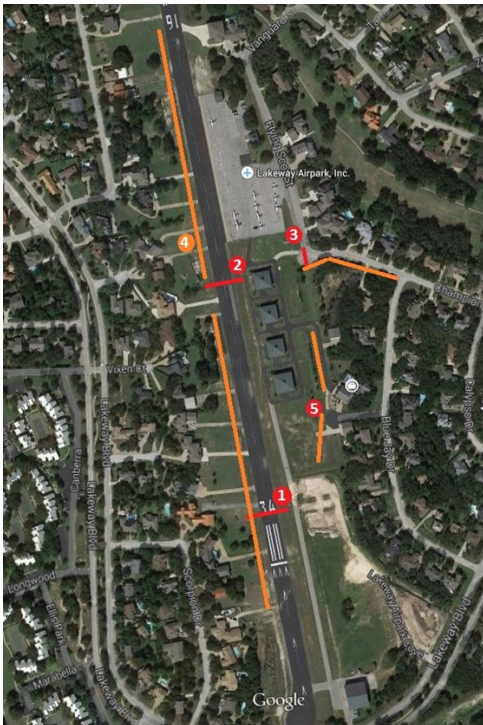
We have had great feedback from the inaugural pinch hitter course that Steve Z taught in October. All of the attendees had very positive comments. This was a great program and we hope to seem more like it in the future. The scouting report was that Steve kept it fun and interesting. Everyone that attended learned valuable information that helped build confidence and for some, lower anxiety about flying.

Recently, the final NTSB report was issued on the Russman accident. This was a terrible tragedy and it was clear that Kurt and his non-pilot passenger were dealing with a fuel issue and emergency situation. While the investigation was inconclusive, there is also mention that autopsy findings were that he had significant blockage in arteries that raises the possibility that a medical issue could have contributed to the incident, under the stress of the emergency. This is a solemn subject, but it reinforces the importance of why our non-pilot passengers should know what to do if they have to takeover in flight.

Fuel prices are falling at the pump so the \$100 hamburger may be on sale. Hope you can get out and enjoy it. See you at the meeting this Saturday.

- Russ

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First Pinch-Hitter's Class

This has been a busy few months at the Airpark for the board of directors and the membership. It was fun seeing the ramp completely full the past few weekends. Our tie down fees and gas sales certainly benefitted.

In October I organized a three night Pilot Pinch Hitter course for our right seat flyers who wanted to learn more. Twelve co-pilot wives graduated the course and had plenty of questions for their pilot husbands. As frequent flyers it's easy for us to take for granted some of the most basic flying knowledge. For example, many in the class (after flying dozens or hundreds of hours with their spouses) did not know that you steer an airplane on the ground with your feet. Other examples like this included not knowing how to operate a radio or even where the push to talk switch was. When asked if their airplane had an auto pilot, many needed to ask and return with the answer the following week. For those who completed the class, I am convinced that they have much of the basic information needed to survive and in-flight emergency involving the loss of control or awareness of their pilot. In the end we emphasized that safe flying is the job of everyone in the front seat, or with a set of controls. If you missed our class and want to learn more, ask your pilot. We mechanically move through the steps of flying and communicating without explaining what's going on. Usually this is because we believe that our co-pilots are not interested. Get interested and get safer.

Watch for more fun flights and educational events to be planned for our 3R9 family in the future. We are also establishing a list of CFI' A&P's and AME's for our members to benefit from throughout the year. Thanks to all who continue to host hangar parties so we can get to know each other better. More fun to come....

Steve Zbranek

Join our Airpark community! To learn more about the Lakeway Airpark, call any of the board members listed below.

Red Bull Air Races and Las Vegas

The week of October 5th, Ruth and I had a beautiful morning flying over mountains, lakes and streams as we made our way to Las Vegas. The purpose of the trip was to attend an aviation convention, but it just happened that the Red Bull Air Races were also being held at the Las Vegas Motor Speedway! The convention was for Cirrus pilots to better understand the aircraft systems, maintenance, safety features and updates about Cirrus aircraft. Over 420 Cirrus owners attended the convention and several pilots from Australia, Europe and Canada attended the event.

The first day started a dinner in the VIP Center of the Las Vegas Motor Speedway and a tour of the Red Bull aircraft in the pits. Cirrus sponsors one of the Red Bull pilots, Michael Goulian. He and five other pilots joined us for the dinner and had a fun Q&A session afterward.

The races were exciting to say the least. On Sunday the wind picked up and gusts were over 30 knots, so the race was suspended and eventually cancelled; however we had a great time with many new friends. To top off the trip, we departed Vegas the next morning with a 30 knot tailwind!

-Randy Adams



Deadline for publication is the 30th of each month.

I hope you enjoy this issue!

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Lakeway Airpark Board Members

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- Erik Mulloy, Treasurer.....512.261.3480
- Ed LeBlanc, Secretary.....512.494.6298
- Bill Kulpa, Maintenance.....512.261.6375
- Mike Collier, Maintenance.....512.261.8845
- Steve Zbranek, Public Relations.....512.261.0344

Next BOD meeting is Sat, Dec 13, 2014. Café Lago 7:30; workday 8:30; meeting 9:30