



# Lakeway Airpark Newsletter

January 2017/ Page 1

Lakeway Airpark Inc.  
115 Flying Scot  
Lakeway, TX 78734  
[www.3R9.org](http://www.3R9.org)

## President's Letter

### Bluebird on Top

Dr. Guy Knolle loved life and lived it to the fullest. A tour of the Knolle hangar is like a trip to a museum dedicated to the special life that he and Sue had together and the many incredible memories that they shared over the past twenty years. He led an inspiring life and touched many along the way. At his memorial, last fall, his son Edmund gave a moving eulogy of his father, who passed away peace-



fully in August after a tragic accident. *"He was many things - surgeon, husband, father, pilot - all with a sense of purpose, optimism and resolve. To him, no matter how cloudy it was on the ground, it was always bluebird on top of the clouds."*

Guy attended the University of Texas at Austin and graduated from the Plan II Honors program in 1958. After completing medical school at Tulane University in 1962 and spending two years in the Army, he fulfilled a life long dream of becoming a private pilot. Guy bought the Lakeway home he and Sue shared in 1979. Guy was already a very successful ophthalmologist, practicing in Houston, when he purchased their home on the runway. He traveled to Lakeway to enjoy weekends on Lake Travis water skiing. Guy practiced ophthalmology for 45 years. The last 11 years of his career were in practice with Sue. They retired from their medical practice in 2008.

Guy was a pioneer in the field of cataract surgery. He became an early adopter of a breakthrough method for performing the surgery in the 1970s. He created his own intraocular lens design and other instruments to perfect his approach. In his professional life and his passions, Guy was on a constant mission to improve things. Throughout his career, he provided instruction to other surgeons in his field.

Guy was an avid outdoorsman, an active rancher, a collector of vintage vehicles, a talented photographer and a passionate pilot. He accumulated over 9,000 hour as a private pilot and had the same commitment to perfecting his piloting skills as he demonstrated in his medical career. He and Sue shared a love for photography, the outdoors and travel.

We first became friends after meeting at an American Bonanza Society training program in San Antonio five years ago. Last summer, he stopped me to talk on the ramp and complemented the progress we had made at the Airpark. Guy was always an optimist. His perpetual positive attitude contributed to a very full and successful life. He will always be remembered for his infectious smile and his special way of connecting with people. When I think about Guy, I will also remember the "bluebird on top".

(cont. pg 2)

(cont from pg 1)

2016 was a great year for flying but also a tough year as we lost some special pilots in our community. I look forward to when we can cut the ribbon on a memorial to celebrate all of those that have gone west. We are lucky to live a life filled with the joy of aviation and surrounded by pilots like Dr. Guy Knolle.

Best,

- Russ



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

**From Steve the CFI:**

There is a renewed interest in non-towered field safety procedures in light of recent accidents. Besides the obvious "seen and be seen" scenarios, radio procedures and mistakes can also cause problems. You don't have to be flying very long before you hear something like this on the radio; "Austin Approach Southwest 553 out of 5 for 15". "Southwest 553 you are still on Tower frequency". I use this example to show that calling (or listening) on the wrong radio frequency can happen to any of us, even the pros. When this occurs at a non-towered field, the potential results are dangerous. The best pilots use their checklists religiously on every flight. When training new pilots (and during flight reviews), I add two additional checklists - pre-taxi (before the airplane starts moving) and pre-pattern entry (5 miles out). These "Radio" lists include avionics master on, correct radio selected, transmit and receive buttons on that radio, correct frequency selected, VOLUME UP, SQUELCH UP (if applicable). Miss any one of these steps (which we all have) and you are **not** hearing or communicating with the airport traffic, both ground and air. Once the radios are fired up correctly, we teach new pilots to taxi up to the hold short line and look both ways for approaching aircraft (someone might be landing downwind). Then, listen to the correct frequency with the volume up for at least 30 seconds before transmitting and taking the runway (in case they missed a call). These folks are also taught to wait for the equipment to "boot up" and show the selected frequency, rather than just make a call when the radio is still in the satellite display mode. Most of us can safely assume that we have good habits in this area. None of us can assume that other pilots do, especially visiting pilots trying to figure out the procedures at 3R9. Transmitting or listening on the wrong frequency, or with the volume down is like flying with the radio off. Mistakes happen - - try to catch yours and anticipate the other guys. One of my favorite quotes from Zig Ziglar is: "Some of us get to learn from other people's mistakes, and some of us just have to be the other people".

Fly Safe, and Often.

Deadline for publication is the 30th of each month.

I hope you enjoy this issue!

Jean Thompson  
 jeanthompson105@yahoo.com  
 512.413.9262



**Lakeway Airpark Board Members**

Russ Norwood, President.....	512.636.5057
Phil Thompson, Vice President.....	512.810.4052
Erik Mulloy, Treasurer.....	512.261.3480
Terry Priestap, Secretary.....	512.963.7187
Cory Bull, Maintenance.....	512.743.4102
Steve Zbranek, Public Relations.....	512.261.0344
Sharon Ward.....	512.657.6868

Next BOD meeting is Sat, Jan 14, 2017. Café Lago 7:30; workday 8:30; meeting 9:30