



Lakeway Airpark Newsletter

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

President's Letter



Fall is in the air and cooler weather has brought some really incredible flying conditions. Recent weekend traffic around the Airpark has been heavy. We have had a lot of transient traffic, which is good for business. The increase in activity always brings an opportunity for an increase in the number of visitors that arrive/depart late due to the unfamiliarity with our local ordinances regarding aircraft operations after dark. We have had several late arrivals and departures over the last two months and

we have to stay vigilant to maintain a safe environment while welcoming transient pilots to our community. In most cases, we send a friendly letter reminding the aircraft owner that we don't allow operations after sundown. Last week we had a departure that occurred after dark and in IMC. The pilot was told by one of our board members that the airport was closed at sundown, but chose to depart anyway. In this case, we received complaints from residents, a call from the City of Lakeway and were contacted by Code Enforcement about a potential fine. This puts our community in danger and creates risk for the Lakeway Airpark, in the event of an accident. This situation is now in the hands of our new "kinder and gentler" FAA.

While we cannot enforce the city ordinance, we can do our part to welcome visitors and make sure they are aware of the ordinance if they land late or it looks like they are planning to depart near sundown. However, this does not mean making radio calls to an aircraft on short final. Creating a distraction for a pilot on short final could lead to an accident. Our best policy is talk to them on the ground when possible.

Speaking of distractions on short final, I recently retired from a 24-year career with Merrill Lynch to launch an independent investment advisory firm with my partners. The past nine weeks seems like nine months and I have not done my part to help get the newsletter out during the process. I am happy to report that the business launch was a great success and I am able to get back to the business of the airport and maybe even doing some more flying. We are working to get the bidding done for our drainage project and hope to have that wrapped up before year-end. This project has taken much longer than we originally had planned but we are very near getting it completed. No word yet on the total cost of the project but we are planning for a major expenditure.

Thanks to our local EAA chapter for once again hosting an outstanding Young Eagles event. The weather was great. I flew the Super Cub and took a 14-year-old girl on her second airplane flight ever. These events are very important for our relationship with the community. It's always great to see the reaction of the kids and their parents. Thanks to all those involved on the ground and in the air. Hope to see you at our meeting in November.

- Russ

Do you have two comm radios in your airplane?

Regardless of whether you are talking to ATC or not, I recommend that you always tune your #2 radio to 121.5. There are many benefits to monitoring 121.5

Both ATC and the Air Force use 121.5 to help get airplanes back on a correct frequency and the Air Force will also attempt to contact you on 121.5 if they think you are about to stray into airspace where you don't belong.

Should you miss a frequency change (whether on flight following or on an IFR flight), ATC will eventually attempt to reach you on 121.5 and give you a new frequency to continue ATC services. On some occasions, ATC will ask other aircraft to attempt to contact you via 121.5. Sometimes you will be asked to help others; other times it is reversed and you get help in form of a new frequency from an other aircraft. Beneficial either way! Then there are fun times on 121.5 when you hear the perfect passenger PA, or In Range call to operations from an airliner, even the occasional blue tooth phone call will come across from a pilot who obviously is not quite sure how the equipment works.

We have all heard of presidential TFR's: that is airspace you do not want to enter without prior approval. While flying, Jane and I always monitor 121.5 and have heard way too many times airplanes straying into TFR's. It typically goes something like this :

"This is the United States Air Force, aircraft heading 270 degrees toward DGT VOR, 40 miles from YRS at ground speed of 120 kts immediately turn to xx heading and contact approach on 125.4."

These warnings appear to begin approximately 10 minutes before actually entering the restricted airspace. Sometimes the calls prevent an airspace incursion, other times the flight continues toward DGT VOR (Don't Go There VOR) or continues toward YRS (You R Scre..d). All you can do at that point is just feel sorry for the poor crew.

Help your self, use your back up radio to monitor 121.5 next time you fly!

-Niels Olufsen, VP and Safety

It has been a good year for maintenance accomplishments around Lakeway Airpark. The airpark is in great shape. There are still a few things left to do, but it is a short list. Shrubs on the West side of the runway need to be cut down, the new landscaping needs to be mulched, center wind sock needs to be leveled, and the indoor bathroom ceiling needs to be repaired.

Items accomplished include:

Painted around outside railing – headed by Rich Judd

- Painted around terminal windows – numerous
- Cleaning outside storage – Lee Finch
- Runway professionally swept (ongoing at least quarterly)
- New landscaping and metal edging around hangars
- Terminal outside toilet painted – Phil & Jean Thompson
- Cleaning out of West side culverts & ditches – supervised by Cory Bull
- Cleaning out area around drain at North end of runway – supervised by Cory Bull
- New stone mail box – supervised by Keith Durio
- New fuel pump and reconfigure fuel computer
- Calibration of fuel pump
- Re-do of grass and irrigation system East side of runway to help run off – Ed Ragan
- Study of drainage issues of East side of runway
- Runway maintenance and repair
- Repair of fuel tank alarm

I hope I haven't left anything or anyone out. Thanks to everyone who pitched in and helped accomplish these things.

Mike Collier, Maintenance Officer

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

From Steve, the Board Member -

Finally, we are back to great flying weather. Except for the occasional storm, we should enjoy a lot of severe clear conditions in our future. Also, for those of us who like to fly at night, starting this Sunday, we will not have to wait until 9PM to do that. No lights at our field requires some planning, but Sue and I still find ways to glide through the air with the lights below us. On Saturday the 17th of October, our local EAA Chapter hosted another Young Eagles event. Several of our member pilots donated their time and airplanes to give free rides to kids, while other volunteers ran the show from the ground. This is my third time flying for Young Eagles and it never gets old. Of the 8 kids I had the opportunity to fly, 6 were girls and 2 were boys. While in the air, I asked "who would like to be a pilot someday?" and all of them raised their hands. Less than 2% of the population are pilots, and less than 6% of those pilots are women. If this group is any indication of the future these numbers can change. I sent the story to many media outlets but we were overshadowed by several other local events on that weekend. Watch for more news on the local flying club being formed now by Erik Malloy and his team. This should provide many more opportunities for folks to enjoy our fall severe clear conditions and lots of \$100 hamburgers.

From Steve, the CFI - Fly safe, use your checklists, check your plane and stay current. We have many member CFI's who will fly with you for BFR's or just to fine tune skills we have learned and rarely use. I know this from personal experience. Flying with a student in our 172 is very different than letting the auto pilot take us to Dallas and back in the Saratoga.



Young Eagles event - - Pilots included: Steve Zbranek, Russ Norwood, Rich Judd, Phil Grgurich, Wayne Wagner, Bill Cotton, Chip Freitag.

Ground Crew included: Mike Collier, Phil and Jean Thompson, Mike Torbett, Terry and Joan Priestap, Jeff Klaas, Cory and Shelly Bull and friends



Deadline for publication is the 30th of each month.

I hope you enjoy this issue!

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Lakeway Airpark Board Members

Russ Norwood, President.....	512.636.5057
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Erik Mulloy, Treasurer.....	512.261.3480
Terry Priestap, Secretary.....	512.963.7187
Mike Collier, Maintenance.....	512.261.8845
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Phil Thompson.....	512.796.8023

Next BOD meeting is Sat, Nov 14, 2015. Café Lago 7:30; workday 8:30; meeting 9:30