



Lakeway Airpark Newsletter

October 2014 / Page 1

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

President's Letter

We have completed the first four months of the new board and I thought it would be a great time to talk about our progress toward our goals and give you an update on other initiatives we would like to see for the Airpark in the coming months. We started the new term in June with a focus on finances, fun and safety.



I view our business at Lakeway Airpark as fairly simple. We maintain a runway and facilities that

requires revenue from membership dues and fuel sales. We promote an environment for aviators to have fun together and build the aviation community. We have a responsibility to educate our pilots about safety issues to reduce the risk of accidents that could jeopardize our freedom to fly in Lakeway.

We took the good work that was being done by Chip Freitag on the new website and added a message board, so discussion groups could be formed to talk about any topics or issues. Our membership email list was getting a workout at the beginning of the summer as a few members were airing out their differences of opinion in the public domain. Differing opinions are healthy but the email list was not the right venue. Steve Zbranek has some good ideas on other constructive ways to use the message board. I hope to see this forum grow in use. We have lost some members to other area airports, due to lack of hangar space and the perception that other airport communities had a better membership environment. I believe if we create a better community, our membership and traffic will grow which will drive revenue at the fuel pump and through member dues. It's that simple.

Maintaining the runway, ramps and facilities is an expensive endeavor and we will begin working on our long range financial plans soon. We have just formed a committee to evaluate our current financial plans, fuel pricing policy, leases and fee rates, so that we can model our revenue against long range anticipated expenses. The committee includes Horst Stratmann, Charles Edwards, Rich Judd, Phil Thompson, Erik Mulloy and myself. We are going to allow six months for this project but hope to share some results sooner. Our finances are in very good shape and we want to keep them that way. Another capital project that has recently floated to the surface is the drainage issue caused by runoff from the Airpark and flows across our property from the west side neighborhood. This is a problem that the city has been studying and several of our board members met with the city engineer in September to review their findings and proposed solutions. This will be a shared expense with the city to repair, but our neighbors on Blue Jay had significant flooding in the recent rains that were the equivalent of the 100 year flood. I personally witnessed the runoff from the west side, the hanger retention ponds and flooding from Flying Scot that ends up crossing the Blue Jay properties and continuing east. The Mulloys had a flooded hangar. We are currently discussing the alternatives with the city to determine the best solution and our financial responsibility for the repairs. As of this week, we have also completed the warranty runway repairs.

Cont. from page 1

Steve Zbranek is working on the fun agenda. We hope to start some fly out opportunities this fall and other events for us all to spend more time together. He has some exciting stuff in the works including the Pinch Hitter classes for our right seat passengers. More details soon.

Safety is the other area that we wanted to do some work. Our traffic is definitely up and the weekends have been busy. We are discussing the calm wind runway again and realize it is a complex issue. We are also talking about the possibility of fencing the south end to reduce pedestrian and bicycle traffic. Additionally, our deer herd is growing exponentially and fall deer reduction plans are being discussed with the city. We have had three aircraft incidents in our area in the past two months. Fortunately, none involved Lakeway pilots. One accident, at Lago Vista, was a local pilot that was flying very low and impacted power lines resulting in a major post crash fire and a fatality. We have been contacted by the fire department about a safety plan for our facility since this accident. Bottom line, we need to manage risk in the middle of a residential community or face the possibility that our airport rights could be jeopardized. This means controlling the deer, exercising good judgment as pilots and considering how we can reduce risk on our runway. We all have a part in this.

Our business is good and we are committed to stay focused to keep it that way. Its hard to believe its already October. I hope to see you at the board meetings or at events this fall. Our next meeting is on Saturday October 11th. Your opinions and involvement are very important to us. Join us for breakfast before the meeting at Cafe Lago at 730AM.

—Russ



Above left: This beauty was on the ramp last weekend and part of this week. It was flown to 3R9 from Colorado Springs by Chris Barton and his daughter, Erica. Bob Yarborough provided hanger space.

Above center: This little sport plane suffered a flat tire just before takeoff and went off the runway. Due to some quick thinking by Keith Durio and Phil Thompson, they were able to help him off the runway using a little bit of muscle and a creeper. The owner was very appreciative and after changing the tube, he was able to fly home to San Antonio.

Above right: Introducing our newest Airpark member and future pilot — Caroline Brinkman. Proud parents are Katie and Jeff Brinkman, our airport liaison with the Lakeway Police Department. Congratulations, Katie and Jeff.

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

Santa Fe, Taos and Sedona

In July, Phil and I packed up the Bonanza V35B and took a week’s vacation. The first stop was Santa Fe, New Mexico (SAF), and the flight was nice and smooth. We must have had air traffic controller “crazy day” since the Santa Fe tower forgot out us about 3 times, but we managed to make it in safely. We typically stay at the Inn of the Turquoise Bear, a lovely B&B about 15 minutes walk off the square. Look them up. It’s a beautiful property and you won’t be disappointed. Their breakfasts are to die for and you don’t need to even worry about getting lunch.

After three nights in Santa Fe, we flew to Taos (SKX) for a night. Another nice, albeit short, flight and we were there. We walked around Taos for the afternoon and capped it off with margaritas at the Adobe Bar at the Taos Inn, which they are famous for.

Then off to Sedona, Arizona (SEZ)! We had a great flight perusing the Royal Gorge on the way out. Coming out of Taos you need to cruise at or above 12,500 so O2 is a good thing to have. Landing in Sedona has some challenges due to the airport being on the top of a mesa and some high density altitudes to cope with, but we landed safe and sound after just a few hours of flying. If you haven’t flown into Sedona, you should. The red hills are lovely to see and as noted, the airport is on a mesa, so don’t go off the end! They have a WONDERFUL restaurant at the airport and the staff there is quite nice. I would suggest using the car rental service at the airport and not the Hertz one in town. Just take my advice.

In Sedona, we stayed at the Hilton Resort and it was great. There is a really good Italian restaurant in the shopping center next door called Cucina Rustica. Of course we did lots of hiking in the many state parks that are in the area. Sedona is an interesting town, complete with energy vortexes—one of which is right next to the airport. (cue Twilight Zone music).

The flight home to Lakeway required only one stop in New Mexico (PRZ), mainly so the co-pilot (that would be me) could walk around a bit and stretch my legs. All in all, we had a wonderful, relaxing trip covering over 1,700 NM. The Bonanza performed flawlessly and Phil got to add some hours in the old log book.

Tell me about your adventures in your airplane!



- Jean Thompson



Deadline for publication is the 30th of each month.

I hope you enjoy this issue!

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Next BOD meeting is Sat, Oct 11, 2014. Café Lago 7:30; workday 8:30; meeting 9:30