



Lakeway Airpark Newsletter

November 2022/ Page 1

President's Letter

Greetings to the Membership as we head into Winter with only a small snip of Fall thrown in just to tease us all. Lot's going on at the Airpark — both on the social and working side.



Lakeway Airpark Inc.
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Lakeway, TX 78734
www.3R9.org

Socially, the last (for this year) Meet the Pilot event was held on October 8 with another great turnout! I hope you love the pictures, as much as I do and know that we are making a real and positive impact with our neighbors and local community. We will restart this event in the spring, so be looking for that date coming in the near future.

There was also a "Movie night" on October 22 and was very well attended. It reinforced the reason for holding these events when both temperature and daylight work to our advantage. In addition, Josh Cobb has helped organize several group and school field trips with kids who want to learn about the Airpark and Aviation in general. Again, thanks to the organizers of these events and all members that participated and helped make our Airpark the envy of Texas.

On the working side of the ledger, the Board has been hard at work with our tasked committees. Very good progress is being made on Capital Planning and Revenue Enhancement committees, along with updating our Condo hangar lease structure and ramp agreements. In addition, the By-laws Committee has made great progress and is now ready for legal review, as we prepare to clean up our rusty Bylaws and get this ready to present to the membership for vote prior to our next annual meeting in June.

The Board has also been actively working on the day-to-day activities of the Airpark that keep our fuel system in compliance and continuing with maintenance of the grounds. To that end, I must say a big thank you to those that provided mowing labor and equipment for our grounds, as we struggled to find a new mowing service. I am now happy to say I think we finally have the mowing and irrigation sorted out going forward.

Update with the City -- This continues to be a difficult task to deal with and so far has taken many personal hours of our Board members and Airpark volunteers, as well as meeting with the Mayor directly and several of us attending multiple City Council meetings. As of November 1 (with some contention as to validity), the Airpark Zoning District 30.03.016 is in effect. From the very beginning, we were promised by Mayor Kilgore and Council that all Zoning infractions would be Civil in nature and not criminal. That was also the promise given to the Airpark Zoning Committee that worked with ZAPCO and the Mayor to craft the new language of this ordinance. At the very last minute, and after the Zoning Committee had presented to the Council for approval, we were told by Mayor Kilgore that keeping all infractions Civil was not possible and we were going to have to discuss how to deal with it.

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I, along with Bill Cotton, and Pat Hall met with the Mayor and City staff to discuss why this was the case and what options we might have. The outcome of that meeting was to recreate a separate 14.09 ordinance that would give the City a mechanism of enforcement of takeoffs and/or landings outside of civil daylight and nighttime. After future discussion with the full Airpark board and other members, it became clear that we needed ALL "Pilot Induced Infractions" to be put into 14.09 so enforcement of these types of actions would put the individual or owner of an airplane as the responsible party and not the Airpark as we simply have no way to control this. Examples would be the landing of an Aircraft over 12,500 lbs., operation of any ultralight, powered parachute, drone etc. I crafted a letter to the Mayor and City staff on Oct 16th and provided our reasoning as to this need and details as to how this could be addressed by simply adding "any Banned or Prohibited pilot induced actions" to the 14.09 ordinance so the City would have the ability to ticket any pilot infractions if required. The Mayor did not respond to my request till October 31st, with his response that the City was unwilling to include any additional items into 14.09. This effectively allowed the new AV Zoning Ordinance 30.03.016 to go into effect November 1 without our ability to prevent it. I then attended the Nov 7th Council meeting and argued our point and logic again that ANY pilot induced action should be added and controlled into the newly formed 14.09 ordinance. Erik Mulloy also spoke to this point in the Council meeting and the end result was 14.09 was passed without adding additional "pilot induced actions" with three (3) dissenting votes by council members that are more understanding of our needs. Point taken here is that we must all consider the upcoming City elections in May of 2023 and get out there and vote. Support to the Airpark at the City level is critical going forward. Do your homework and please vote accordingly

5th and 6th hangar update-- Several have asked for a status report on this project, and I am happy to say that with board member support Lakeway Zapco has voted to support the SUP for the developer. I expect this will go for final approval at an upcoming Council meeting to get final City approval in the near term. I will certainly be attending that meeting once it is on the agenda. The plan is for the developer to fully pay for all site work, water drainage control, and construction of the 5th and 6th hangars as well as all needed hard surfaces and landscaping that will be required. There will be a separate Condo association formed to manage these hangars similar to the existing one we have today for hangars 1-4. However, there are some differences that are in the favor of the Airpark. The new Condo association (let's call it Condo 2 association) will cover all water, irrigation, grounds and sprinkler maintenance from day one of the lease. The Airpark's sole responsibility will be to lease the ground to Condo 2 and gain a very much needed revenue stream. All users of Condo 2 hangars will, of course, be required to be qualified Airpark members. This is a very good shot in the arm for the Airpark financially and also helps us solve what could have been a very expensive water control issue that has been flooding two of our members' homes during past rain events. Timing of the construction will take most of 2023 and if all progresses to plan, this project should be operational by end of next year. As progress on this project continues, I will provide additional updates.

Best to all,
Phil

Safety Minute from Bill Gunn

“Do not arrive at your destination before you remove the chocks at point of departure”. Either an interesting idea or the dumbest aviation statement ever made. A check airman once told the following story: a low IFR day at Truckee on the slopes of the Sierra Nevada mountains. The weather was ½ mile obscured, with blowing snow over the mountains. While conducting an oral exam (no flying this day), the examiner and all in the FBO observed an A-36 on the ramp load people, skis, baggage and crank up. While taxiing to the active, the examiner used the FBO radio. “Bonanza taxiing at Truckee, say the number of souls on board”. A long delay brought “Who wants to know?” The reply? “We are here in the FBO; we will call the morgue and get them started – how many adults and how many children?” No reply, but after a long delay at the end on the runway the aircraft returned to the ramp, shut down and all aboard left.

One of the saddest ways to end a flying career is to launch into the impossible or press on into the hopeless. The numbers reveal that both low time pilots and older experienced pilot fall victim to the siren song of “get-their-itis”. In the cold light after the fact, it seems ridiculous anyone would try this; yet, any pilot should be willing to admit the temptation can be very, very strong in the moment. The point being that visualizing events at destination – friends, rental car, cabin on the beach, while doing a preflight or enroute is a subtle but definite pull on your decision making about the progress of the flight. One pilot’s solution was to hold a credit card used only for diversions while flying. “These are not real dollars” made it easier to give it up and land short but safely. If the preflight briefing shows that weather, range, NOTAMs or any other factor could create doubt, plan decision points enroute with definite limits for a go-no-go decision. I once stopped short for WX in Jackson Mississippi while enroute to SC. The hotel meal was fabulous; the head of the kitchen was Barry White’s former personal chef. And to think we might have missed this!

If a mechanical or other issues creates a possible off-airport landing, advise yourself that the aircraft is now property of the insurance company. An experienced NTSB investigator said, “the airframe is the safety cocoon you can hopefully sacrifice to save lives.” If you manage a safe, undamaged arrival in a place you can later fly out of, only then do you get your aircraft back.

“A single lifetime, even though entirely devoted to the sky, would not be enough for the study of so vast a subject. A time will come when our descendants will be amazed that we did not know things that are so plain to them”

Seneca, Book 7, first century, CE

From the desk of a CFI - Bill Cotton

The Stabilized Approach

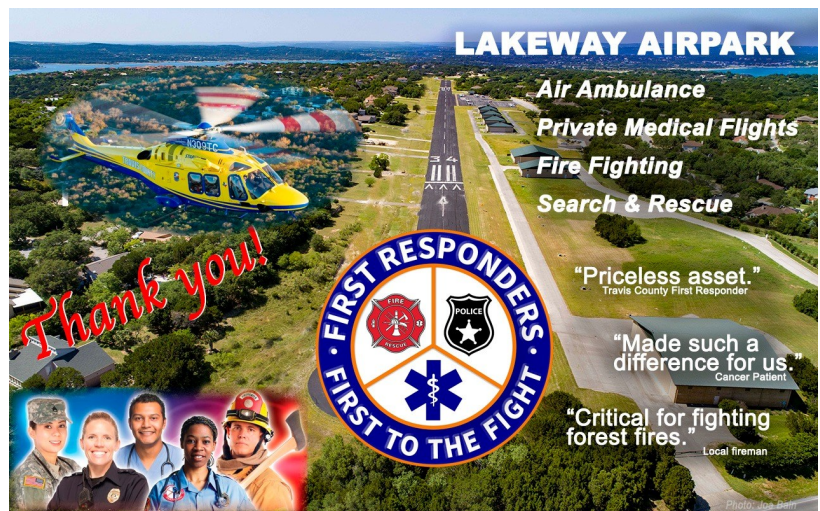
The best way to ensure a really good landing is to follow a stabilized approach to the runway. "Stabilized", in this sense, means that for the last 500 feet of descent, the flight path of the airplane is lined up with the runway extended centerline, on glidepath, configured for landing, with the airspeed within +10/-5 of the target and the descent rate between 500 and 1000 feet per minute. The power setting should also be as constant as possible, considering the destabilizing effects of gusts and turbulence on the speed and flight path during the descent. The key is to keep as much constant as possible so that deviations can be recognized and quickly corrected. The FAA recommends that if the approach should become unstabilized below 300 feet, an immediate go around be initiated. That's good advice. A go around is always preferable to attempting to land out of a bad approach.

At Lakeway, the runway is below surrounding terrain rather than on a level plane, frequently causing a change in wind speed during the final couple hundred feet of descent below the surrounding tree lines. This wind shear encounter causes a rapid drop in airspeed and the feeling of "the bottom dropping out" just before getting to flare height. It can be overcome by quickly dropping the nose and/or a short burst of power to regain airspeed before reaching flare height. If it is not immediately corrected, a go around should be executed, followed by another approach using a higher approach speed.

Notwithstanding the unique terrain characteristics at Lakeway, the stabilized approach should be consistently used for every landing at every airport, as is done by the airlines and all other professional pilots. The reward of good landings, obvious to your passengers as well as yourself, is well worth the discipline on final approach.

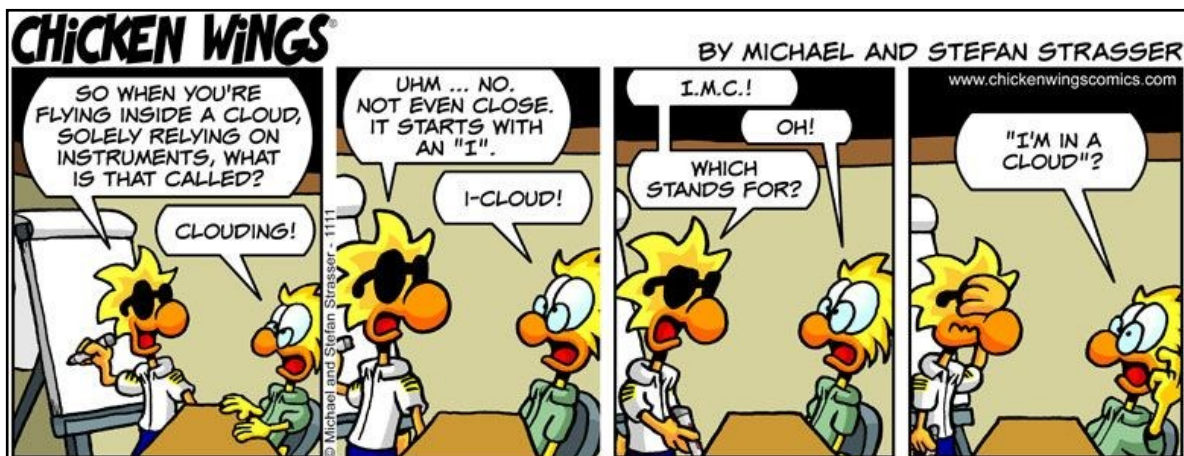
Lakeway Airpark is a critical asset for our First Responders: Air Ambulance, Fire Fighting, Search/Rescue & more. When your loved ones are in need of emergency services or comfort of care to get to distant medical treatments, Lakeway Airpark is available to them. Thank you to Travis County life flight, EMS & fire services. Thank you to our Lakeway police, fire & medical professionals who depend on this little gem for life saving services to our residents.

- Josh Cobb

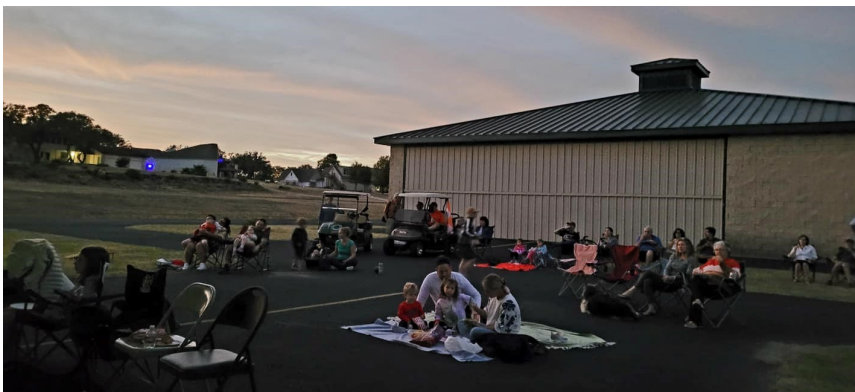




Lakeway homeschool group “Classical Conversations” visited us on November 3 and had the special treat of meeting and touring Tommy Harper’s private hangar and projects! They even got to hear Tommy crank up his hot rod!! Thanks Tommy! Shout out to Gina for organizing!



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



We had a fantastic turnout for our Fall Movie Night!! Thank you to all the folks who attended. We had a lot of new families join - first timers at the Airpark! Scott handled the projection and Lou handled the sound... and Shelley did the popcorn! Thanks to all that attended!


Meet the Airpark! Meet a Pilot!
 2nd Saturday of each month, 8:30-9:30AM
 (Kids of all ages) Welcome!
 New! Setup: **APRIL 2023**
 115 Flying Scot St.
 Lakeway, TX 78738
 Pilot Shack
PAUSED FOR WINTER
 Free Balsa Wood Planes
 Coffee & Donuts



The Community Impact newspaper inadvertently printed that we would be having a Meet the Airpark event on December 10. This is **not** the case. We are paused for winter and will resume on April 8, 2023. We are sorry for any misunderstanding.

Send me any photos and articles of you and your airplane. I can always use inspiration.

I hope you enjoy this issue!

Jean Thompson
 jeanthompson105@yahoo.com
 512.413.9262



Lakeway Airpark Board Members

- Phil Thompson, President.....512.810.4052
- Pat Hall, Vice President.....281.814.7502
- Scott Epley, Treasurer.....432.889.9000
- Josh Cobb, Sec/Web.....626.590.4255
- Bill Gunn, Safety512.653.9078
- Erik Mulloy.....512.217.6300
- Mike Torbett.....737.218.2488

Next regular BOD meeting is Sat, Dec 10. Café Lago 7:30; workday 8:30; meeting 9:30