



# Lakeway Airpark Newsletter

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

## President's Letter

Happy 2016.

We have had some great weather for flying and it seems that this, coupled with the usual pick up of travelers around the holidays, have lead to an increase in incidents of after hours arrivals and departures at the airport. The board had a meeting with the City of Lakeway, including the mayor, city attorney and chief of police in early January. Our



goal was to lay out our current procedures for these occurrences and find out how the city would like us to handle this activity. This is a safety issue that we have to address due to the potential danger to the community if a pilot were to have a balked landing or departure after dark and end up downed in the neighborhood. There are no operations allowed sunset to sunrise by city ordinance, but we have limited ability to enforce it and we wanted to establish a more defined protocol with the city.

Our meeting was very productive and positive. The outcome is a clear protocol of how we are to handle after hours operations at the airport. The responsibility to enforce the city ordinance is being moved from Lakeway Code Enforcements and will now be a Nuisance Violation. It was suggested that the fine could be as much as \$1,000 per incident. The Lakeway Police Department will have the authority to write the ticket. Our responsibility will simply be to call the Lakeway PD and report the activity when it occurs.

What we want to prevent is radio confrontations or our members trying to stop aircraft on the ramp. A radio call letting someone know that the airport is closed when inbound can be a dangerous distraction if they are on final. We would like to try to get the help of Austin Approach with inbound traffic that is further out. The city wants us simply to call the police department and let them know when someone is landing after hours and they have committed to quick response time. The main dispatch number, (512) 314-7590, is the best option, as this is a non-emergency situation.

We also talked about protocol for non-emergency aircraft incidents, such as a gear up landing, and how they get reported or handled. Finally, we talked about the increase in reports about drone operation around the airport. The FAA has established new rules on drones that restricts them to 400 feet AGL and prohibits operation within five miles of an airport. That encompasses all of Lakeway and is likely going to be a challenging rule as drones become more popular.

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All of these issues are being tackled in the spirit of safety. Please be conscious of times. We will likely adopt a grace limit around official sunrise and sunset but the city is very focused on enforcement now and this will likely result in an increase in reports. \$1000 will buy a lot of 100LL these days. Save those bucks for some fun Spring travel events.

Best,

- Russ

## HAPPY NEW YEAR!!

2016 looks to be a fun year at the airpark. Hopefully we won't have as much rain as last year and there will be more time for flights for \$100 hamburgers.

Mike Collier has been talking with the folks at the new High 5 bowling alley and fun center. Hopefully they will allow us to reserve a number of lanes for an airpark bowling night. We are looking to be able to do this once a quarter. If it becomes popular, maybe we can do it more often. Mike will be contacting members via email at 3R9.org so if you are not on that email list, be sure to get on it for some additional airpark fun.

You can let me know by email or on our Facebook page and I will help you get added to the email list.

Phil and I decided to fly to Santa Fe just before the Christmas holidays. Boy, did we plan our trip just right. We had a great flight there on Friday Dec 11, expecting wind along the way, but to our surprise, it was calm and the wind hit after we landed in Santa Fe. Phil was smart and had arranged for the Bo to be hangered while we were there. Because the next morning we woke up to six inches of fresh powder. It was beautiful on the railings of the condo we rented and we had a lot of fun slogging through it at the Railyard Farmers Market. We had a great time and watched the weather each day as you never know when you have to change your plans. We left on Monday the 14th and again were blessed with wonderful flying weather all the way back to Lakeway. We were glad to have hangered the plane as we were able to jump right in and take off on that cold December morning, while others whose planes were on the ramp were waiting in the pilots lounge for their wings to de-ice.

Let me know YOUR stories of flying in your airplane. Be sure to include a photo.

We wish you a blessed New Year and happy flying. Keep the blue side up.

- Jean, Newsletter Editor

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

**From Steve, the Board Member -**

With the holidays behind us and most of the rain gone, it looks like more flying fun is at hand. I have tried to have at least one \$100 burger a week and we are always looking for new "out and back" places to fly. The first evening of a three night session for the recent Pinch Hitters Course was well attended and received. For three Tuesday nights in a row, 16 "Co Pilots" are joining me at the shack to learn how to keep the plane flying and land safely in the case of an incapacitated pilot. Every time I offer this class, I am surprised at the number of right seaters who don't know basic information like "Where is your push to talk switch?, and, do you have an autopilot". We are filling in the blanks for these attendees and I encourage anyone who sits in the right seat of a plane to ask questions. As you have seen, pilots love to talk about flying and their airplanes.

The next session I am working on will be offered to the community in concert with the goal of getting more people interested in general aviation. Titled "What does it take to become a Private Pilot?" I expect a larger crowd than the shack will accommodate. After that watch for " How do I get back into flying?" It will be a busy year for our board and this is the area that I want to contribute to our members and the aviation community. If you have ideas for other programs feel free to send them my way. Until then be thankful that we get to fly and enjoy the clear skies.

**From Steve the CFI:**

**Short Field Landings** - In our primary training, we are taught this type of landing and later tested for it on our check ride. Not including the STOL and Tail Wheel Guys, most pilots do not keep this skill current. This is evidenced by the accident reports that indicate stalling on turns to final and over flying the field during an emergency. During Bi-Annual Flight Reviews, I pull the power on downwind and ask the pilot to land and stop by a certain point on the runway. Less than half get this the first time. When teaching students, this is routine training and reinforced as we pull the power away from an airport and ask them to find a place to land. They quickly notice that the farmers never provide an area as long as the Burnet Airport. After reading this, some will practice landing shorter on typical approaches. This is better than not practicing at all, but it is not the same as when there is not power to help when you are low. Try the downwind power off spot landing the next time you are out just boring holes. This skill can save your life and probably your plane.

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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Phil Thompson.....	512.796.8023

Next BOD meeting is Sat, Feb 13, 2016. Café Lago 7:30; workday 8:30; meeting 9:30