



Lakeway Airpark Newsletter

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Lakeway Airpark Inc.
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President's Letter

July has come and gone. It is hard to believe we are in the month of August and we have had few 100 degree days. The first weekend of August brought mornings in the high 60's in Austin and we set a new low temperature record. Over the past two months, the cooler weather seems to also have brought a relatively calm environment around the Airpark. The board has been working on a few initiatives that we laid out in June. We launched a new message board for community discussions that went live in July. Thanks to Matt Cartwright for his work in getting the



new website up and running.

At the July meeting, the board also voted to let development plans proceed on the new hangar project subject to the development group meeting certain requirements to make the project viable. The new hangars will have to meet certain requirements to become members of the existing hangar owner's association and will have a common lease with the Airpark. Additionally, there are various hurdles that will need to be met with the city. While the project is not done, this is progress. I believe this is a good project and we clearly have more demand than supply. There is currently a wait list for the proposed eight additional hangar bays. This is why I also believe the success of the Airpark South development will make a positive contribution to 3R9. Growing the pilot community in Lakeway is good for the long term success of our Airpark.

The board will be taking up a project this fall to re-evaluate our fiscal plans for the longer term. We will also be discussing safety initiatives that need to be addressed. I have said before that increased traffic leads to more opportunity for an incident and we need to identify and discuss any areas of concern.

Fall is right around the corner and milder temperatures will give us the opportunity for more social activities outdoors. Steve Zbranek has made some great suggestions about our activity schedule this year and I look forward to getting some activities on the fall calendar. Steve has also recently accepted a position on the Lakeway Airpark board, replacing Jace Curtis, who has asked to step down due to business and personal commitments. We would like to thank Jace for the contribution he has made on the board and for volunteering to serve. Steve brings a tremendous amount of board and business experience and I am sure will make a big contribution. We have a great team in place on this board. There is a good balance of experience and diverse viewpoints that I believe will help us make good business decisions.

Your contribution and feedback matters. We hope to see you at the meeting today.

-Russ

OSH by Other Means

For anyone seriously interested in aviation (and that includes most people reading this), a trip to Airventure in Oshkosh, WI should be on their bucket list. Seeing nearly a dozen P-51s parked in the grass, dozens of Vans RVs in formation, attending some of the literally hundreds of free seminars on everything from TIG welding (with hands-on practice) to what's new in aviation fuels, or perusing the wares of literally hundreds of aviation-related vendors are just a few of the highlights; It's Disneyland for pilots – intensified.

Getting to the show can be as exciting or mundane as one prefers: the Fisk arrival is how most of the 10,000 or so aircraft attending the show get on the ground and is a surprisingly safe way ATC has arranged to turn chaos into an orderly process. Pilots can also fly into less-busy locations, such as Appleton or Fond du Lac and those not wishing to go via GA can fly commercially to a few relatively nearby airports or can drive there.

For the past five years Dori and I have been part of a different way of getting there: the Mass Arrival. Several type clubs have annual arrivals, including Vans RVs, Bonanzas, Cessnas (from 150s to 410s, all in one package), Mooneys, and, for us, the Cherokees. The groups all stage at different airports reasonably close to OSH and all require specific training and demonstrated competency for pilots to participate in the arrival of their group. The groups vary in size quite a bit, too: the Cherokees and Mooneys tend to fly about 25 or so aircraft while the Bonanza group gets up 110 or more.

Groups fly in some sort of formation to get from their staging airport to OSH, with most choosing to travel in 3-ship Flights. This allows two planes to land on 36L and one on 36R, when winds favor that direction. Training during the spring and the days prior to the arrival ensure those qualified to participate are safe and comfortable flying within a few wingspans of the others in their elements. A few miles from Final the flights typically fall back into an in-trail configuration so that they're spaced for landing safely. A LOT of practice goes into the process – but that's a big part of the fun.

We've been with Cherokees 2 OSH since their start in 2010 and have always looked forward to catching up with very good friends from around the country. The training before the arrival is a lot of fun in itself and, of course, the arrival is the highlight. But then most of us choose to camp in the North 40 next to our planes, where the socializing continues – and the 6:30 wake-up calls by the departing P-51s, L-39s, T-6s, etc. get the day off to a great start.

Mass Arrivals are not for everyone but they're quite a bit of fun, designed to be safe, and a great opportunity for us to expand our flying skills. Several of the groups even have "mini-clinics" around us here in Central Texas during the spring. Consider giving it a try – or at least watching an arrival at OSH sometime!

- Ed LeBlanc



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



There was some excitement this week when a helicopter from Ft. Hood made an emergency landing at Lakeway Airpark. CW2 Kevin Ruark and CW3 Keith Ortman were one hour into a 4-hour cross country flight when an oil pressure sensor malfunctioned on their AH-64 Apache Longbow. Ruark and Ortman are with the 1st Air Cav brigade, 1st Cavalry Division out of Ft Hood.

After sitting their bird down at the airpark, they called for their back-up team of mechanics who had to load up their vehicles with tools and parts and make the drive from Ft. Hood to Lakeway.

I lost count of how many cars stopped at the Airpark and how many families and kids were allowed to take pictures of, sit in and climb all over the helicopter. Ruark and Ortman patiently answered question after question and posed for picture after picture all day long in the Texas heat, proving that our men and women in uniform are consummate professionals and something that we should be very proud of. I know I am!

Go Army!



Thanks to everyone who sent me photos, and a special thanks to Sue Knolle and Robert White who provided me with some aerial shots. I will be printing some in the next few days and adding them to the bulletin board in the pilot's shack.

Thanks to all the airpark members who came by, offered drinks, food, etc. to Ruark, Ortman and their maintenance crew. They all said that they felt very welcomed by our community and that they would love to come back and visit. Maybe we should have a military appreciation day.

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
- Neil Olufsen, Vice President.....713.542.1875
- Erik Mulloy, Treasurer.....512.261.3480
- Ed LeBlanc, Secretary.....512.494.6298
- Bill Kulpa, Maintenance.....512.261.6375
- Mike Collier, Maintenance.....512.261.8845
- Jace Curtis, Public Relations.....512.656.6940

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