



Lakeway Airpark Newsletter

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

President's Letter

The July 4th weekend can only be described as a roaring success for the Airpark and its members! The Airpark float placed second overall in a large field of highly competitive floats. I think to a person everyone felt that this was one of the very best parades put on in Lakeway and was a very strong showing of the Airpark's community involvement. Perhaps the most important was the fun that an army of Airpark volunteers had in planning, preparing and showing our enthusiasm in the parade. What a win/win and many thanks to Josh Cobb for organizing this army of so many people that I would run out of paper trying to list them all here, but check out the photos to see many of our volunteers.



Ok, so a little bit about what else is going on at the Airpark in July. On July 9th, we had another "meet the pilot" event on the ramp. The turnout was once again large with at least 7 airplanes pulled out for the 75+ visitors to see and learn about. Special thanks to Kim Mulloy and Sydney Grgurich for setting up the doughnuts and coffee and thanks to the pilots that made sure family members of all ages had a fun and educational time. We should also thank the exotic car enthusiasts that provided some very interesting cars for viewing as well.

After the event, we had our July 9th board meeting with great attendance. If you have not had the chance to attend one of our board meetings, please know you are always welcome. They are the 2nd Saturday of the month at 9:30 a.m. in the pilot building at the Airpark.

Here are some highlights of the July 9th meeting (other than the usual business items):

- * Scott Epley thanked all for the great turnout for the last "pizza and a movie" night and advised we will be waiting for cooler weather for the next one.
- * Pat Hall provided an update on the Aviation Zoning Committee work with the City. This is rapidly coming to completion with what looks to be a very favorable outcome for all.
- * We are establishing four (4) new committees to look into key Airpark items:
 - 10-year Capital plan committee, Mike Torbett, Chair
 - Revenue enhancement committee, Erik Mulloy, Chair
 - Condo hangar and Ramp lease committee, Neils Olufsen, Chair
 - Bylaws review committee, Bill Kulpa, Chair

Please support these new Committee Chairs and I know they will welcome input from any of our member. Also remember you can access the full board minutes through our website as soon as they are approved.

One thing for sure is that Summer is here - so remember to re-read the article on density altitude from Bill Cotton in our June newsletter.

Fly early, Fly safe! Best to all,
Phil

Safety Minute from Bill Gunn

Traffic patterns (circuits to the Brits) are an interesting element of flying. The FAA only recommends traffic pattern altitudes (Lakeway local rules specify 1900 MSL) and flying the crosswind, downwind, base and final legs is strongly encouraged, but not mandated in the FARs. Direction of turns in the pattern IS mandated in the FARs (left turns for 3R9). In contrast, towered airport controllers can assign traffic for any direction to enhance the flow.

If you are flying the instrument arrival, particularly in VMC weather, be mindful of those in the VFR pattern. Pilots tend to focus on the arrival runway (understandably) to the exclusion of scanning for others trying to land. Make radio announcements of position and intentions, particularly within two (2) miles as you approach the traffic pattern. Check for traffic on the runway.

An airline captain once received a violation for turning final (tower was closed) from the opposite direction than mandated for the airport. His defense was he made a straight-in arrival and was not flying the pattern. Interestingly, when searching for a definitive distance from the runway to qualify for straight-in, no value anywhere in the FARs could be found! He lost.

Lakeway pilots want to be good neighbors to those near the airport. We ask all aircraft (airplanes, gyros, powered gliders, helicopters) to fly the pattern and the prescribed height and adhere to the departure protocol – this being maintain runway heading to 1400 MSL before turning out of the pattern.

“Are there any mechanics here?” – Charles Lindbergh, May 21, 1927 arriving at Le Bourget, Paris



We had a GREAT turnout at the movie night on June 18. Looking forward to it again but I also look forward to doing it on cooler nights. We will keep you posted on the next movie and date.

Copies of the newsletter will be uploaded to the 3R9 website for everyone to enjoy photos and articles. Also we have an awesome FaceBook page. Lakeway Airpark — Official Facebook Site. Come join us!!

Thanks to everyone for your kind and generous comments and encouragement on the revitalized newsletter. It means a lot. I'm excited to keep it going!! Be safe and stay cool.

-Jean Thompson, Newsletter Editor

From the desk of a CFI - Bill Cotton

Rudder Skills -

Today's glass instrument panels and GPS navigators have so many great features that training on them has, understandably, become a primary focus for many pilots. But the stick and rudder skills still make the difference between really flying the airplane and just herding it around the sky. In particular, the proper rudder usage has gotten short shrift ever since nose wheels and higher cruise speeds became commonplace.

Coordinated use of rudder and aileron is most basic to flying, but at higher cruise speeds, there is so little aileron required that the ball will barely move during turns with your feet flat on the floor. It is the times that rudder and aileron are deliberately not coordinated that could use more attention by most pilots. Propellor, or P-factor, is the combination of forces that create the left turning tendency at high power settings and low airspeeds. This is most apparent at liftoff when the nose will swing hard left unless countered with the rudder. Too often, the pilot sees the nose turning left and rolls the wings to the right to "turn" it back. Of course, the proper action is to use enough right rudder, while maintaining wings level with ailerons, to maintain the runway heading until high enough for the first turn. Watch a few takeoffs and see how often the right wing drops after liftoff, indicating proper rudder technique was not used. This practice is not just sloppy, but also makes the aircraft vulnerable to a rapid wing drop if a stall is encountered.

The other flight phase where rudder usage is important is during the landing flare. During this critical maneuver, all three aerodynamic controls are being used independently to slow the airplane to landing speed (elevator), track straight down the runway to avoid landing in a crab (rudder), and maintain position over the centerline (ailerons) by lowering a wing, if needed, to counteract any sideways drift. Too often, the drift correction that was used on final is continued to touchdown, letting the inertia of the airplane straighten it out and scrubbing precious rubber off the tires in the process. Consistently good landings take lots of practice but are tremendously satisfying when they turn out right. They also tend to be the one part of the flight your passengers will grade you on. Proper rudder usage is key.



God bless our veterans!





First responders are awesome!



Some of our awesome volunteers and parade walkers! We couldn't do it without you!



Pat and Gail Hall keeping an eye on our little float riders.



Charles Edwards and Marsha Finch



Our littlest volunteers did great! Throwing candy to parade watchers.



Erik Mulloy and one of LWPD's finest retired officers, Hector Almaguer



Jenny Szimanski and Gail Hall ready to rock the parade!

happy
4th
of
JULY!

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



Kudos to Lakeway MUD for a first place win!



Meet the Airpark - Meet the Pilot!
July 9, 2022

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

I hope you enjoy this issue!

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Lakeway Airpark Board Members

Phil Thompson, President.....	512.810.4052
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Scott Epley, Treasurer.....	432.889.9000
Josh Cobb, Sec/Web.....	626.590.4255
Bill Gunn, Safety	512.653.9078
Erik Mulloy.....	512.217.6300
Mike Torbett.....	737.218.2488

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