KAYUTAH LAKE AIRPORT (2NY9)

THE FLYER

Volume 2 number 1

End of year 2021

Picture:
landing on new snow
2NY9 in snow cover

With a wet summer and no obvious changes at 2NY9, I did not have any meetings for our interest group. Lack of a meeting *does NOT mean* lack of progress. This issue of **KAYTYAH LAKE AIRPORT 2NY9 FLYER** or simply ***THE FLYER*** announces an important change. But first, some background.

As a grass strip 2NY9 has runways 28/10 with 28 preferred. Runway 10 ends at the lake and is bounded on both sides by state and Federal regulated wetlands. During the spring or a wet summer, its surface becomes soggy making runway 10 not suitable for takeoff or landing. During a summer and fall with normal rainfall, runway 10 will support aircraft operations.

Seasonal wetness is not the only problem with runway 10. Unlike runway 28, no taxiway brings an aircraft (A/C) to its departure end. A/C departing from 10 must "back taxi" about 500 ft, then assume "position & hold" until takeoff (T/O). The FAA Runway Incursion Mitigation (RIM) Program definitely discourages back taxi, and position & hold. While runway 10 is not preferred for T/O, its over-the-lake approach makes it the preferred arrival runway. If high wing A/C is preparing to T/O while a low wing A/C is on approach, the situation is a text book example of events leading to a runway incursion. The obvious solution is to create a taxiway or at least a taxipad.

Now my announcement. After a wetland delineation, numerous conferences with permit managers, and a published public announcement, both NYS DEC and the US Army Corps of Engineers have given permission to create a taxipad at runway 10 that extends into the wetland.

Dimensions of the taxipad are approximately 50x70 ft, roughly 3,000 ft^2. Its location off runway 10 and adjacent to the lake includes a gradual taper to the shoreline. This taper offers snowmobilers an easy transition from the lake to the runway path leading to the Connecticut Hill Game Management area.

In Vol 1 number 1 of ***THE FLYER***, I introduced my goal of preserving 2NY9 because of its unique features. It boarders a Lake which few other small airports offer. Its location next to Lake Grove Park and the Game Management area are obvious attractions. Finally, the taxipad enhances runway safety by complying with the FAA RIM program.

Construction of the taxipad requires approximately 220yd^3 of material. This year's wet weather precludes construction. Hopefully a dryer 2022 will result in a taxipad by the summer.

2NY9 is well suited for certified A/C capable of short field operations, such as the airplane in the picture, and ultralights. A second major purpose of 2NY9 is aircraft storage. My dream includes a 60x40 ft hangar which will provide ample room for pilots refurbing an A/C and those with ultralights. Refer interested pilots to our website www.2NY9.com

Happy Holidays to all from your author …. Jim Allen (jallen@2NY9.com).