

Kentucky Pilots Association

Meeting Minutes October 08, 2020

President Randy White opened our regularly scheduled meeting in the old Terminal Building at the Bardstown Airport. Randy was assured by Terry Welshans that the September minutes had been sent out for all to review.

David Mattingly reported that the airport improvement plan would soon include a concrete pad in front of the fuel farm to stop the decay the asphalt from spills and pilots sumping their fuel tanks. Shell will assist with the updating of the fuel facility. On a different note, David informed the group that FAA funding for several airport projects was under consideration, and the construction of new hangers was in high consideration. David explained the process by which grants were awarded to airports from the FAA. A lot of hoops are required to jump through. For example, the new AWOS system is tied in with the new hanger construction project when money is allocated.

Terry Welshans reported several Pay Pal dues renewals have been received. Some members are experiencing difficulty with the Pay Pal process-- Mainly the older membership. Terry reported there are 28 paid members in good standing at present.

Randy White continued with a request for information regarding the School Kit Plane Project. Randy announced that he believed there had been an offer made on the Carbon Cub, and he asked if anyone had any details.

Randy continued with planning for Saturday's upcoming Fly in Breakfast. The classic cars are interested in returning. Cory reported an additional grill has been added to keep food hot and fresh for guests. Weather was discussed as a possible factor in the total turnout.

Randy called on Carson Mattingly to report on the upcoming October 31 event which will include a flying Pumpkin Drop competition for pilots, and a Chili cook off for members of the Kentucky Pilots Association and their families. Cory will provide the tables and chairs for the meal, and he lead a discussion of who would be available to help work the event. Since Carson's friend from Eastern KY University will provide all the pumpkins free of charge, the event will not cost anyone to participate. A \$50 fuel credit will be given to the winner of the contest. It was determined Tom Vernon would be responsible for the pilot briefings prior to the contest. Some 65 pumpkins will be available to drop. Planning continues.

Cory advised the group that last year the money generated by the monthly breakfasts went to support the Carbon Cub Foundation, but due the KPA members hard work to make the

breakfast so successful, this year the Bluegrass Aviation has decided to donate 10% of the breakfast take to the KPA for events to benefit the organization.

Randy White continued with a plan to sponsor the United States Pilot's Association fly in next year, or as they refer to it as a "Fly Out." The event is scheduled for next August 12 – 15, 2021. Randy described the event as a 4 day flying program with seminars, dinners, and entertainment. Dan Driver is a Delta Airline Pilot that conducts safety seminars for the organization as well as Flight Ops and other You Tube channels for air safety topics. Randy briefly discussed his seminar Advance Qualification Program which focuses on trending aviation safety issues. If a safety seminar can be arranged during the event, this would be helpful in drawing attention to our KPA organization. Local tours and attractions are being planned for the group.

Randy encouraged continuous planning and research for places and events for our local pilots to fly out and participate. The next event Randy is encouraging is Huntsville, Alabama to the Space Center in April 2021.

Next on the program Chris Carter presented his Safety Segment which focused on Simulated Emergency Engine Out Experiences. Chris encouraged more practice or at least more discussion on such topics to improve a safe reaction to these situations. Chris's segment always results in some very enthusiastic response. Chris continued by explaining that the aircraft has a lot of different flight dynamics in the last 500 feet. This is the part of the procedure that is most difficult to practice. A running aircraft handles differently than an aircraft with a dead still propeller. Chris also announced he has acquired his multi engine instructor certificate to train in a twin engine aircraft. Randy reminded Chris of a discussion earlier regarding allowing some cross training by providing another pilot to ride along to observe unique training scenarios.

Randy continued the safety segment by discussing airport approach planning in IFR conditions versus VFR which would require a pilot to utilize their alternative airport in low weather conditions. The subject then turned to engine failure on takeoff from BRY and what areas are safe to attempt to land in. Each pilot was encouraged to be aware of what action would be best for the capacities of his or her particular aircraft. Runway used and altitudes are large factors to be considered. Randy concluded by stating, practicing this mind set is not only good for our home field, but any airport you might be flying into or out of.

Meeting adjourned at 7:55 PM

Minutes submitted by: David Sutherland, Secretary