

THE RUNWAY

Kentucky Department of Aviation



Features:

- Social Media in General Aviation
- Kentucky Aviation Association
- Runway Markings Makeover
- Aviation Events Community Impact
- Through the Eyes of ATC
- How to Know if You're Picking the Right Flight Instructor
- Happy Retirement!



LETTER FROM THE COMMISSIONER

Page 2



TORNADO AT LOZ

Page 7



AVIATION PROJECTS

Page 8



EVENTS

Page 21

LETTER FROM THE COMMISSIONER



Commissioner's Message: Reflections from the Flight Deck

By the time you read this, I'll be wheels-down on a beach somewhere, starting yet another new chapter in The Book of Mark — the retirement chapter! When Jermaine asked if I wanted to write one more "Commissioner's Message," I was ready to taxi back to the hangar and call it a day. But then I thought, maybe before I shut down the engines, I could share a few thoughts on what really makes a great airport.

So, let's take off.

First, great airports have great boards.

What's the difference between a good board and a great one? Good boards do the essentials: they meet their fiduciary responsibilities, keep an eye

on the books, follow FAA and KDA rules, manage grants carefully, and work with solid engineers. That's good flight discipline.

But great boards? They look well beyond the next turn in the taxiway. They spend time envisioning the airport's future—how to attract the next generation of pilots and mechanics, how to grow traffic, and how to build relationships with local businesses, elected officials, and the broader aviation community.

Great boards are also active in groups like the Kentucky Aviation Association (KAA) and stay engaged in the larger conversation about aviation's future.

Second, great airports have engaged pilots and aircraft owners.

These folks are the heart and soul of the airport. You'll find them in organizations like the Experimental Aircraft Association (EAA) or local pilot groups such as the Kentucky Pilots Association. They're the ones hosting pancake breakfasts and fly-ins, giving first airplane rides to wide-eyed kids, and volunteering when their communities need them most. I've seen these groups do some truly amazing things — from promoting aviation education to helping airports and their towns recover after natural disasters. They keep the spirit of flight alive.

Finally, great airports have enlightened local leadership.

When county judge executives, fiscal courts, mayors, and city councils understand the economic and

LETTER FROM THE COMMISSIONER



Commissioner Carter speaks at the new terminal building groundbreaking for the Mount Sterling-Montgomery County Airport

I extend my sincere gratitude to the outstanding team at the Kentucky Department of Aviation and all the dedicated professionals I've had the privilege to serve alongside. Your passion and commitment have made every mile of this journey worthwhile. I also want to thank Governor Andy Beshear and his administration for their unwavering support for aviation and infrastructure across the Commonwealth.

Clear skies,

MBC

Mark Carter
Commissioner
Kentucky Department of Aviation

educational value of their airports, good things happen. The best local leaders don't just appreciate aviation — they act on it. They connect airports with schools, economic development agencies, and tourism offices, creating opportunities that lift the whole community.

As I hang up my headset, I'm optimistic about the future of Kentucky's airports. With a re-energized KAA, a proactive KDA and KYTC, and an enlightened legislature, I believe we'll see even greater investment in aviation across the Commonwealth.

But remember — it all starts at the roots: our commercial and general aviation airports, powered by passionate boards, pilots, and communities.

And though I may be "off duty," don't think for a minute I won't be keeping an eye on the flight path from that beach chair.



Commissioner Carter poses with his Beechcraft Bonanza

COVER STORY



Community event at the London-Corbin Airport

HOW SOCIAL MEDIA IS ELEVATING GENERAL AVIATION AIRPORTS AND THEIR COMMUNITIES

In an age where communication happens at the speed of a swipe, social media has become more than just a marketing tool, it's an essential part of how general aviation airports connect, inform, and grow. For airports large and small, especially across Kentucky, platforms like Facebook, Instagram, and X (formerly Twitter) are proving to be powerful runways for both outreach and impact.

General aviation airports serve as critical hubs for business travel, medical transport, flight training, agricultural operations, and more. Many of their stories go untold until now, in this generation. Through social media, airports can share real-time updates, showcase their facilities, spotlight events, and engage with pilots, tenants, and the public in meaningful ways.

"Our main goals with social media are customer service and community outreach," says Christian Barker, Airport Manager at Stuart Powell Field in Danville,

Kentucky. "Social media is also an easy asset to utilize to engage your local community and show the importance that our facility provides to them."

Airport operations can sometimes be overlooked by those who don't fly, but social media changes that. By posting about youth programs, airport events, career days, or infrastructure improvements, airports help local residents see the role they play in the community. A single post can demystify general aviation and help build long-term public support.

Capital City Airport Manager Drew Underwood said, "In building on our community engagement initiative, social media is extremely vital. Airports can often be an intimidating place to approach for the general public, so our online presence helps not only educate, but also helps members of the community better connect with our facilities and operations."

COVER STORY (CONT.)

This visibility is especially important when it comes to funding, zoning, or long-term planning. A community that understands its airport is more likely to support it, and social media is one of the most effective ways to tell that story.

Events like airshows, fly-ins, and educational programs bring visitors into towns and dollars into local economies. Promoting these events on social media can dramatically increase attendance and tourism spending. Tagging local businesses and partners also encourages cross-promotion that benefits the entire community.

“Our primary aim with social media is to demonstrate the diverse activity at the airport,” said London-Corbin Airport Manager Mathew Stinger. “We have everything flying in - from ultralights manufactured on the field by The New Kolb Aircraft Company to Gulfstream G4’s, warbirds, CH-47 Chinooks, Sky cranes, the list goes on. The three air ambulance bases on the field have their own robust social media presence, so we try to re-post as much as possible from them to showcase their efforts as well.”

Moreover, showcasing an airport’s accessibility and amenities helps attract corporate traffic, aviation-related businesses, and private aircraft, all of which contribute to local growth.

Social media is also a recruitment pipeline. Many young people discover their interest in aviation online. Through short videos, behind-the-scenes photos, and educational posts, airports can ignite curiosity and encourage careers in

aviation, from pilots and mechanics to engineers and air traffic controllers.

“It’s like once you see the different opportunities in aviation and actually have a hands-on experience with the pathways that are offered, I think it’s hard not to be interested,” said Jermaine Bibb of the Kentucky Department of Aviation.

As general aviation continues to evolve, the importance of storytelling and community connection has never been greater. Social media gives general aviation airports the ability to control their narrative, promote transparency, and shine a spotlight on the people and purpose behind the planes.

For Kentucky’s general aviation airports, the runway isn’t the only thing leading to takeoff. The next post might, too.



SAT | MAY 17

EAA Young Eagles promo for the Danville-Boyle County Airport

DANVILLE AIRPORT
YOUNG EAGLES DAY

PRE-REGISTER TODAY AT
WWW.DANVILLEAIRPORT.COM!

KENTUCKY AVIATION ASSOCIATION



Photo from the Kentucky Aviation Association conference in Lexington (2024).

THE MISSION AND IMPACT OF THE KENTUCKY AVIATION ASSOCIATION

At the heart of Kentucky's thriving aviation landscape is the Kentucky Aviation Association (KAA), a dedicated, non-profit organization working to advance aviation across the Commonwealth. Organized under the 501(c)(6) federal tax code, KAA brings together a diverse coalition of aviation professionals, government entities, educators, and community leaders with one shared goal: to support and strengthen all aspects of aviation in Kentucky.

KAA plays a critical role in unifying Kentucky's aviation community and serves as a central hub for collaboration, advocacy, and innovation.

By pooling the collective talents, interests, and resources of individuals, agencies, municipalities, and private industry, KAA works to ensure that aviation remains a dynamic, safe, and economically beneficial sector throughout the Commonwealth.

The Kentucky Aviation Association is committed to promoting airport development and infrastructure improvements, enhancing aviation safety standards and best practices, supporting aviation business growth and industry

advancement, and encouraging recreational and general aviation activities.

KAA is a tireless champion for Kentucky's aviation future by advocating for supportive legislation, hosting conferences, and providing resources to local airports.

Membership in KAA is open to anyone with a passion for aviation! You could be an airport manager, pilot, educator, student, or public official. Members can gain access to valuable industry insights and legislative updates, networking opportunities across the aviation sector, involvement in educational programs, events, and annual conferences, and, lastly, a unified voice in state and federal aviation advocacy.

"KAA is more than an association; it's a community dedicated to ensuring that aviation continues to connect and uplift every corner of Kentucky," said Tristan Durbin, KAA Board President.

To learn more or become a member, visit www.kyaviation.org and be part of a coalition that's helping aviation soar across the Bluegrass State.

AIRPORT NEWS



Damage from the tornado at the London-Corbin Airport.

TOWERING TORNADO TEARS THROUGH LONDON-CORBIN AIRPORT IN 2025

LONDON, KENTUCKY

In the late evening of May 16, 2025, a powerful EF-4 tornado tore across southern Kentucky, leaving a nearly 60-mile trail of destruction in its wake. Among the hardest-hit areas was the London-Corbin Airport, a vital general aviation facility in Laurel County. With peak winds reaching 170 mph, the storm remained on the ground for nearly 90 minutes, causing catastrophic damage not only to airport infrastructure but also to the surrounding communities.

At London-Corbin Airport, the devastation was swift and severe. Multiple hangars were completely leveled. Aircraft, including several small planes and a critical medical helicopter, were mangled or thrown hundreds of feet.

The destruction included the loss of six Beechcraft T-34 Mentors, part of a vintage fly-in event, and a fleet of air-ambulance helicopters, essential tools in providing emergency medical transport across the region.

KYTC District 11 responded to a resource request from Kentucky Emergency Management (KYEM) to assist with debris removal at the London-Corbin Regional Airport. With the help of inmate labor crews from Jackson and Whitley Counties, teams successfully cleared approximately 170 acres of

debris, allowing the airport to resume flight operations within the days following the storm. Since then, first responders, airport staff, and local volunteers have continued working tirelessly to assess the damage and support the airport's recovery efforts.

The Kentucky Department of Aviation, along with Lake Cumberland Regional Airport, has launched donation initiatives to support relief efforts. Federal emergency funding has also been approved to assist the affected counties with immediate needs and long-term rebuilding.

The May 16 tornado marks a watershed moment not only for London and Laurel County but also for the Kentucky aviation community. London-Corbin Airport, known for its role in emergency medical response and recreational flying, faces a challenging future. However, the resilience of the people involved, such as aviators, emergency personnel, and residents alike, serves as a powerful beacon of hope.

Though the cleanup and rebuilding process will be lengthy, the airport is already on the path to recovery. The airport is fully operational, with fuel available at a self-service and full-service rate. The airport also recently had updates to the airport marking, a project supported by the Kentucky Department of Aviation.

As support pours in from across the state and nation, the commitment to recover and rebuild stronger than before is unwavering.

AIRPORT NEWS



A UPS cargo carrier lands at Louisville-Muhammad Ali International Airport

LOUISVILLE AIRPORTS ARE ECONOMIC POWERHOUSES FOR THE STATE

COURTESY OF THE LOUISVILLE REGIONAL AIRPORT AUTHORITY (LRAA)

LOUISVILLE, KENTUCKY

Results show nearly \$13 billion output, \$550 million in tax revenue

The Louisville Regional Airport Authority continues to maintain its place as the number one economic driver for aviation in the Commonwealth of Kentucky. Today the Airport Authority announces the Louisville Muhammad Ali International Airport (SDF) and Bowman Field (LOU) generated a record breaking \$12.8 billion in economic output for the region and state in 2024, according to its most recent economic impact study. This also includes nearly 90,000 direct and indirect jobs with \$551.1 million in state and local tax revenues.

"SDF and Bowman Field serve as the leaders in aviation for our state," said Dan Mann, Executive Director of the Louisville Regional Airport Authority. "Our airports drive economic success through business development and aviation-related activity while also connecting people and products around the globe."

The Airport Authority continues to fuel employment in the region with 89,357 direct and indirect jobs, equaling to 1 in 8 jobs in the Louisville Metro area because of operations at SDF and Bowman Field. This also led to significant tax revenues of more than \$414 million for the Commonwealth combined with \$137 million for local governments or \$1 in every \$6 in Louisville Metro tax revenue.

"Louisville's airports are an essential part of

Kentucky's success, impacting everything from our red-hot economy to our record-breaking tourism industry while also providing good jobs for Kentuckians," said Kentucky Governor Andy Beshear. "The nearly \$13 billion in economic output and 90,000 jobs supported in 2024 are an amazing boost for our commonwealth. I want to congratulate the teams at Louisville Muhammad Ali International Airport and Bowman Field on another great year."

"This economic impact study proves what we've known for decades – that Louisville's airports are significant drivers for economic development in our city, our region and our commonwealth," said Louisville Mayor Craig Greenberg. "Whether it's helping transport millions of travelers or billions of pounds of cargo, our airports deliver for people here in Kentucky, across the country and around the world."

The success of the two airports is directly connected to the success of its business partners, the largest of which is UPS. SDF is the proud home of UPS Worldport, site of the world's biggest automated packaging facility and the center point of their global air network. Last year, the airport's runways saw more than 6.9 billion pounds of cargo takeoff and land, ranking SDF as the third busiest cargo airport in North America and fifth in the world according to Airports Council International (ACI) World.

"The Louisville Regional Airport Authority has played a key role in our region's success," said Bill Moore, President of UPS Airlines. "UPS Worldport is the center of our global air network, and businesses benefit from our strategic location, global reach and partnership with the airport."

This is the first economic and fiscal impact assessment for the Airport Authority following the global pandemic. This report, which was completed by Meench & Shanker, LLC, shows the overall economic output increased by 23% compared to the previous report that analyzed data for calendar year 2018 – the same year Dan Mann was named Executive Director for the Airport Authority. It also shows state and local tax revenues increased by more than 21% and jobs grew by 8%.

The study assessed the sum of business activities directly related to operations at both airports and the spending of visitors for calendar year 2024 to determine the total contribution of all aviation-related economic activity. Additional activity is included that is only made possible by the presence of civil aviation in Louisville.

"Today we are celebrating further confirmation that both SDF and Bowman Field are fostering aviation in our state," added Mann. "We look forward to continuing the positive momentum of our airports while pushing business forward and powering the regional economy."

AIRPORT PROJECTS

RUNWAY MARKINGS MAKEOVER

Through the Marking Rehab Master Agreement Projects, the Kentucky Department of Aviation (KDA) continues its commitment to improving airport safety and efficiency across the Commonwealth. To date, KDA has completed over 10 projects under this initiative, totaling more than \$860,000 in investments.

These projects are designed to ensure that airport pavement markings remain safe, clear, and highly visible for pilots and airport operations. Maintaining proper runway and taxiway markings is a vital part of airport safety, supporting both day and night operations and helping pilots navigate with confidence.

By investing in these marking rehab projects, KDA reinforces its dedication to maintaining a high standard of safety and quality at airports throughout Kentucky.



AIRPORT PROJECTS (CONT.)

GALLATIN COUNTY AIRPORT UPDATE

SPARTA, KENTUCKY

Progress continues at Gallatin County Airport, where significant improvements are taking shape. The new fuel system has been successfully installed and is nearing operational readiness, while construction crews have begun work on the foundation for the new T-hangars. Together, these projects represent an investment of over \$3 million, including more than \$2 million in state funding provided through the Kentucky Department of Aviation. These enhancements will greatly benefit pilots and the local community once complete. Stay informed on project updates by following the Kentucky Department of Aviation on all social media platforms, along with following the Gallatin County Airport Facebook page.



ADDINGTON FIELD NEW TERMINAL

ELIZABETHTOWN, KENTUCKY

Renovations are underway at the Elizabethtown–Addington Field Regional Airport as improvements to the terminal building continue to take shape. The project, supported by the Kentucky Department of Aviation with over \$78,000 in state funding, will enhance the facility's appearance and functionality, creating a more welcoming and efficient space for pilots, passengers, and visitors. These updates reflect the department's ongoing commitment to investing in infrastructure that supports Kentucky's growing aviation community.

AIRPORT PROJECTS (CONT.)



BARDSTOWN HANGARS

BARDSTOWN, KENTUCKY

The Bardstown-Samuels Field Airport continues to thrive after the completion of its new T-hangars, a major milestone in the airport's ongoing development. This state-funded project, totaling over \$2.5 million, was made possible through the Kentucky Department of Aviation's continued commitment to supporting general aviation across the Commonwealth. The new hangars will provide modern storage space for aircraft, promote economic growth, and enhance the airport's overall functionality for years to come.

GLASGOW 10 BAY T-HANGARS

GLASGOW, KENTUCKY

Progress continues at the Glasgow Municipal Airport as construction moves forward on additional T-hangars to expand aircraft storage and support growing demand. The Kentucky Department of Aviation is contributing over \$68,000 toward the \$1.8 million project, underscoring the state's commitment to improving airport infrastructure and supporting general aviation across the Commonwealth. Once complete, the new hangars will provide upgraded capacity and convenience for local pilots and aviation businesses.



AVIATION COMMUNITY

AVIATION EVENTS COMMUNITY IMPACT

As we transition to the end of the year, aviation season in Kentucky has been alive with the hum of engines, the sparkle of airshows, and the excitement of airport fly-ins and community events. Across the Commonwealth, airports have been doing more than launching planes, they're lifting entire communities.

Each year, dozens of airport-hosted events bring together pilots, aviation enthusiasts, families, students, and local businesses.

Whether it's a pancake breakfast at a local airfield, a youth aviation day, or a full-scale airshow, these gatherings do more than celebrate flight, they generate tangible benefits for Kentucky cities and towns.

Events offer a unique opportunity to grow and strengthen the aviation community.

Pilots reconnect, new aviators are inspired, and young people get hands-on exposure to aviation careers. Educational outreach at these events helps spark interest in STEM and technical trades, planting the seeds for Kentucky's next generation of pilots, mechanics, and aerospace professionals.

The impact doesn't stop at the airport gate. These events drive economic activity into the heart of surrounding communities. Local restaurants, hotels, shops, and tourism attractions all benefit from the increased traffic. Vendors and small businesses often find new customers, and visitors frequently return to explore the area further. For many communities,

airport events are a signature occasion that boosts civic pride and brings neighbors together.

More than anything, aviation season is about connecting the skies and the ground, aviation professionals and the public, and communities across the state. It's a chance to show that airports are not just transportation hubs but vital pieces of local infrastructure that support economic growth, education, and community spirit.

"Aviation events create a bridge between Kentucky's airports and the people they serve," said Mark Carter, Commissioner of the Kentucky Department of Aviation. "They energize our local economies, inspire future aviators, and remind us that airports are key community assets, not just places for planes, but platforms for opportunity."

As we celebrate another successful aviation season in Kentucky, let's continue to support and promote the events that keep our skies and our communities thriving.



Samuels Field in Bardstown, Ky monthly fly-in.

AVIATION CAREER SPOTLIGHT



Inside the control tower at Bowman Field in Louisville, Ky.

THROUGH THE EYES OF ATC

LOUISVILLE, KENTUCKY

Ever wonder who keeps our skies safe and planes on course? Air traffic controllers are the unsung heroes of aviation, orchestrating the movement of thousands of aircraft every day. With laser focus, calm under pressure, and split-second decision-making skills, these professionals ensure that every takeoff and landing happens safely and efficiently.

Air traffic controllers (ATC) coordinate aircraft movements to prevent collisions, guide pilots during takeoff and landing, and monitor aircraft as they travel through controlled airspace. Tower Controllers manage aircraft on the ground and in the immediate airspace around airports. Approach and Departure Controllers handle aircraft as they enter or leave an airport's airspace. En Route (Center) Controllers monitor planes as they cruise between destinations.

"It's always fun, engaging, challenging," said Dave Gafner, Bowman Field ATC in Louisville, Ky. "We get to look out the window for a living... that's a beautiful thing! I truly love it."

Typically, a controller's shift starts with checking the detailed weather report and a pre-duty briefing. After being fully briefed, a handover from the previous team provides updates on weather, traffic flow, and any special conditions. Once in the "hot seat," it's all about multitasking.

Due to the intensity of the job, breaks are essential. Controllers usually work in 2-hour segments with 30-minute breaks in between.

To become an air traffic controller in the U.S., you'll need U.S. citizenship, a high school diploma or GED, completion of an FAA-approved Air Traffic Collegiate Training Initiative (AT-CTI) program or relevant military experience, passing the FAA pre-employment tests, including the Air Traffic Skills Assessment (ATSA), a medical exam, background check, and security clearance, followed by training at the FAA Academy in Oklahoma City.

Candidates must be hired before the age of 31, due to the demanding nature of the role.

Controllers typically work rotating shifts, including nights, weekends, and holidays. While demanding, the career offers a competitive salary, generous federal benefits, and early retirement options.

Being an air traffic controller is not for the faint of heart. It's fast-paced, high-stakes, and mentally taxing, but for those who thrive under pressure and have a passion for aviation, it's one of the most rewarding careers in the sky.

Presently, the demand for an air traffic controller position is at an all-time high. You can apply to work for the FAA as an air traffic controller by applying through [USAJobs.gov](https://www.usajobs.gov). It's important to prepare all documentation, including transcripts and a resume, in advance.



Bowman Field air traffic control tower.

FEATURES



HOW TO KNOW IF YOU'RE PICKING THE RIGHT FLIGHT INSTRUCTOR

BY: OLIVIA MOU, SPECIAL TO GLOBALAIR.COM

You've probably heard it before: "Your choice of flight instructor can make or break your training." And they're right. But what nobody tells you is how to find the right instructor; how to ask the right question; what red flags to watch for; and how to trust your gut before spending tens of thousands of dollars chasing a dream that should feel exciting, not discouraging.

I want to save you from making the same mistake I did – paying over \$10,000 on 30 lessons repeating how to land a Cessna 152, going through the emotional turmoil of deciding if flying is right for you and garnering 175 hours of training just to earn my private pilot license and, in the process, burning through almost \$45,000.

Here's a step-by-step guide I put together — alongside insights from my flight instructor with 42 years of flight experience — to help you ask the right questions and choose the right instructor from the very beginning. I hope this helps you, whether you're training under Part 61 or Part 141.

Step 1: Ask the Questions No One Thinks to Ask

When you first visit a flight school/club, start by learning who the real experts are on the ground. Ask anyone you meet: "When you have a question nobody else can answer, who

do you ask? When an instructor wants to get a tailwheel/airplane checkout, who do you fly with?"

These subtle questions help you discover the most knowledgeable and respected instructors on the field without outright saying you're instructor-shopping. If instructors themselves turn to this person when they are stumped, you might as well go directly to the source. It could save you both time and money.

Step 2: Dig into Experience and Passion

At the front desk, ask: "How long has each instructor been teaching here?" The more experience, the better. "How many ratings do they hold? Look for ATP, Gold Seal, CFI-I, MEI, etc. A Gold Seal instructor is a huge green flag because it means they signed off at least 10 students in two years with at least eight passing on the first try, and they maintain an 80% pass rate.

A more experienced instructor is likely to understand the local airspace well, be familiar with the school's administration, policies and quirks, and have connections that can smooth things over when issues arise.

For example, I forgot to check out an aircraft before my flight within the 45 minute window and received a \$25 cancellation fee. My flight instructor talked to the front desk guy to help waive it because we were taking longer to cover the pre-flight briefing and needed a bit more time.

Step 3: Fly and Chat with a Few Different Instructors

After choosing which flight instructors you best connect with, based on the most experience and passion, fly with four to five, ideally, to give you a feel for different teaching styles and help you identify who you click with the most naturally. Bring this spreadsheet I made to track each instructor's answers during your introduction meeting.

When did they earn their CFI? Five or more years of experience often means they've refined their teaching style and built a syllabus. My

FEATURES (CONT.)

instructor at a Part 61 school has been teaching for 42 years and created a detailed syllabus for private, instrument, commercial, ATP and flight instruction to become a better pilot.

Ask about their current student load. Instructors with five or fewer active students often have more time, flexibility and energy to focus on you. Also, there is a greater probability that your schedules will align.

Their plans and goals: Many flight instructors are building hours to the rATP of 1,000/1,250 hours (Part 141) or 1,500 hours (Part 61) to go to the airlines. It's important to know how long they plan to stick around and whether you will have to get a new instructor in the middle of your training, which may cause breaks.

Their previous training experience: Where did they train (Part 141, 61, etc)? This gives a general idea on their approach to teaching, since how we teach is based on what we learned from other flight instructors, experiences, friends, etc.

Rank how enthusiastic they are about teaching: Consider ranking your instructor candidates on a scale of 1 to 10. Are they teaching because they genuinely enjoy it, or are they just building hours as fast as they can to get to the next thing? Even newer CFIs can be incredible instructors if they are passionate and committed, always studying and willing to learn. You want someone who prioritizes you and cares about your training, who treats your training like their training.

Consider their reputation: Ask other students/club members about their experiences with that instructor. What have they heard? Have they flown with them before? What is their teaching style like? What are their strengths and weaknesses? How does one succeed with them?

Once you've flown with a few instructors, take a few days to reflect. Examine the feedback and reviews from the previous students or club members to see who is easiest to work with. At the end of the day, ask yourself the following: "Do I feel safe, supported and comfortable being honest with this instructor? Will this instructor prioritize me when I need to get things done efficiently and answer questions even outside lessons?" These answers should push you to decide on the right fit for you.

Step 4: Don't be afraid to switch instructors if it's not the right fit

If you end up with an instructor who doesn't meet your needs, speak up. If things do not improve, move on. Flight instructors do not take it personally since they've been in your shoes, too, and understand that everyone learns differently. Sometimes the puzzle pieces just don't match and trying to force it is like jamming a square peg into a round hole – it's frustrating and unproductive.

I didn't switch for 30 lessons, more than 45 flight hours, repeating the same pattern work over and over again with no real progress. I didn't switch sooner because we are friends outside the cockpit and felt like I was betraying him. But inside the cockpit, I felt stressed, judged and stuck. He is a great person, but our styles didn't align—and that's okay.

The key is communication. Valuing the relationship you have means being truthful about how you feel and telling them what you need and where you're struggling. It's always better to overcommunicate than resent in silence. Offer constructive feedback so your instructor has a chance to adjust.

I recommend giving three solid tries after that conversation. If things still don't improve, find someone who fits your learning style better before officially saying goodbye.

If your instructor takes it personally, perhaps remind them it's not about them; it's about how you learn best. Remember, you cannot control how they respond. Pat yourself on the back for being brave and still trying and showing up for yourself.

The right instructor is out there, and once you find them, flying will feel exciting again. You'll feel like you're flying through the course, not just racking up hours. Stand up for yourself, because no one else will. Ask the tough questions, and chat with different people. Switch if it's not the right fit. You deserve a mentor who believes in you, inspires you and treats your journey like their own—someone who wants you to soar to the skies together with them.

FEATURES (CONT.)

CESSNA 172 SKYHAWK CELEBRATES 70 YEARS OF FLIGHT

BY: JADDA TYREE, GLOBALAIR.COM

The Cessna 172 Skyhawk celebrates 70 years of flight this year. The aircraft had its first flight in 1955 and is still in production in 2025.

In the first five years of production, a total of 4,195 Skyhawks were built and multiple variants have been created, such as the 172S. The fixed-wing aircraft is mostly used in flight training and personal use, with more than 50% of the world's pilots starting their training in the Cessna 172. Cessna claims that the Cessna 172 is the most popular aircraft in aviation history. In total, more than 44,000 Cessna 172 aircraft have been produced.

Reasons given for the aircraft's popularity are its affordable maintenance, availability, large amounts of training resources, versatility and the ease of learning how to fly it. Due to how long the 172 has been around, its price can vary, with brand-new Skyhawks costing approximately \$400,000.

The company has updated the Skyhawk to fit the needs of modern-day pilots. Last year, powered headset jacks, black instrument panels and upgraded seats were added to the Skyhawk's features. In 2015, Cessna created the Top Hawk program to provide flight students access to factory-new Skyhawks. The company claims to have placed nearly 50 of the aircraft in multiple flight schools and universities across the U.S. Participants include United Flight Systems, Lunken Flight Training Center, Flex Air and VNE Aviation, the first U.K. recipient.

"As the most popular aircraft in aviation history, the Cessna Skyhawk's 70 years of success in pilot training and aviation programs highlight the aircraft's exceptional design and enduring performance," said Chris Crow, vice president, Piston Sales. "With our ongoing dedication to innovation, including the recent enhancements to the Cessna piston lineup, we look forward to seeing the Skyhawk continue to inspire the journey of flight as the go-to aircraft for flight schools and private pilots across the world."



FEATURES (CONT.)

HOW TO CLEAN UP YOUR AVIATION RESUME

BY: NICOLE LUND, GLOBALAIR.COM

The current aviation hiring market is highly competitive. A clean, organized and well-written resume is the key to success during these times. Here are the following things you can do to clean up your aviation resume.

1. Include your piloting times

One of the most important items to prospective employers is the flight time an applicant has. Include total time, instrument, instructor, turbine, multi-engine and PIC time. It is a good idea to put the flight experience section towards the top of the resume. Include current certificates, ratings, and applicable endorsements in this section.

2. Involvement

Hiring committees like to see extracurricular involvement, membership in industry organizations, and volunteer work. If your involvement section is lacking, it is never too late to get involved. Join local aviation chapters, such as Experimental Aviation Association (EAA), National Business Aviation Association (NBAA), Women in Aviation (WAI), and many more. It is also never too late to get involved in community service. Find an organization that sticks out to you and donate free time giving back to that organization.

3. Work history descriptions

When expanding on the duties performed at a previous employer, include valuable skills that can be transferred to future employment. Skills such as customer service, communication, teamwork and a focus on safety are valuable for most jobs. Read the job description for the job you are currently targeting and identify specific characteristics that are touched on in the description and tie those

skills in the description of your prior work history.

4. Proofread your resume

Spelling and grammar mistakes are widespread in resumes. It is smart to double or triple-check your work to ensure it is error-free. Another good practice is to have a trusted friend look over the resume. Another set of eyes can help identify overlooked errors.

5. Professional review

There are several companies, such as Checked and Set and Cage Marshall, that offer resume reviews. These companies are familiar with what certain companies want on applicants' resumes. You can expect an investment of a couple of hundred dollars; however, this investment is well worth it.

The aviation industry often goes through times of increased growth and hiring as well as times with little growth. The industry is slowly summing this hill of little growth. There is a promising future ahead full of growth and prosperity. It is crucial to put your best foot forward with a spotless resume during these times.



AVIATION EDUCATION



Flying the drone at the Henderson City-County Airport.

UNIVERSITY OF KENTUCKY AIRPORT DESIGN CLASS

Students in the University of Kentucky's Department of Civil Engineering had the unique opportunity to see their classroom studies take flight, literally. As part of the CE 633 Airport Design course, Professor Reginald Souleyrette and civil engineering graduate student Tyler Morrison joined UK alum and current Kentucky Department of Aviation (KDA) engineer Zach Heath on a field visit to Henderson City-County Airport (EHR).

The visit served as a valuable field exercise for Morrison, a student currently enrolled in the airport design class. The trip allowed him to observe and participate in real-world data collection efforts essential to evaluating FAA airport approach surfaces. This hands-on experience helped bring to life the technical and regulatory components taught in the course.

The group departed from Capitol City Airport in Frankfort aboard a state aircraft and flew to Henderson, where they were welcomed by Airport Manager Emily Herron. Once on the ground, Mr. Heath established ground control points and coordinated with arriving and departing pilots to safely conduct aerial data collection using a fixed-wing drone. The drone captured high-precision data to verify compliance with FAA-required clear approach paths.

The collected data will support this semester's

coursework and be preserved for use in future offerings of CE 633.

"This was a great chance to apply what we're learning in a real-world setting," said

Morrison. "Being involved in the data collection process firsthand helped me understand how the design principles we're studying are implemented on active airfields."

CE 633, Airport Design, teaches students how to evaluate and design critical components

of an airport, such as the location, length, and number of runways, along with approach areas and object-free zones. The course also explores factors that influence terminal design and airport layout, offering students the chance to assess alternative configurations and make informed design decisions that prioritize safety, efficiency, and compliance with state and federal guidelines.

The overarching goal of the course is to give future engineers a comprehensive understanding of how airports function and how to develop smart, safe, and regulation-compliant airport designs. Thanks to collaborations like this one with KDA and regional airports, students gain not only knowledge but also real-world experience that prepares them to take their careers to new heights.



Talking with the Airport Manager at Henderson City-County Airport, Emily Herron.

AVIATION EDUCATION (CONT.)



Shawnee High School students, Flight Club 502, and Jefferson County Public School (JCPS) leadership pose for a picture.

NEW AVIATION PROGRAM TAKES JCPS STUDENTS FROM THE CLASSROOM TO THE SKIES

BY: BRIAN SHLONSKY, WAVE NEWS

LOUISVILLE, KENTUCKY

It's a first of its kind program within Jefferson County Public Schools that puts high school students in the sky. Juniors and seniors from the Academy at Shawnee are now spending their school days not on campus but in a hangar at Bowman Field learning about aviation.

"(It's incredible) to see it at this level where we have students actually standing in a hanger, standing in a place where they're actually flying planes and being able to work on developing their skills," said JCPS superintendent Dr. Brian Yearwood.

There are currently 19 students in the program, getting hands-on experience, using flight simulators, learning mechanics and even to fly themselves.

"When I saw the aviation program, I wanted to take the opportunity and be a part of it to show kids like me that they can reach

their goals just like I am right now," said Shawnee student Cameron Sloss, who hopes to be a UPS pilot someday. "Being in this environment is just a great opportunity and makes me feel like I'm at home, like I have a second home."

According to information from the district, this new program has Aviation Magnet students taking their required academic courses for part of the day then spending the rest with teachers, pilots, mechanics and administrators in the aviation field. They also fly planes in preparation for getting their pilot's license. Flight Club 502 is partnering with Shawnee to make the program possible.

"In an industry that cannot have enough pilots, where the jobs cannot be filled, let's think of the possibilities we're about to launch into here," Yearwood said.

The program hopes to add a drone component in the future.

HAPPY RETIREMENT



SCOTT SHANNON

Congratulations to Scott Shannon, Assistant Director of the Capital City Airport Division, on his well-deserved retirement after more than two decades of service to the Commonwealth and a lifetime dedicated to aviation. A proud Danville native and retired U.S. Army Colonel, Scott brought exceptional

leadership and vision to the Capital City Airport Division, overseeing major improvements such as the runway extension, new T-hangars, full apron replacement, and key safety enhancements. Under his guidance, the team achieved over 22,000 accident-free flight hours, reflecting his unwavering commitment to excellence. Scott is admired for his humility, teamwork, and dedication to family. Thank you, Scott, for your lasting impact on Kentucky aviation, and congratulations on a well-earned retirement!



STEVE SEGER

The Capital City Airport Division proudly announces the upcoming retirement of Steve Seger, after more than 34 years of dedicated public service. A U.S. Marine Corps veteran and licensed A&P mechanic, Steve has played a vital role in maintaining and upgrading Kentucky's state aircraft fleet throughout

his distinguished career. Serving as Chief of Aircraft Maintenance, he has mentored countless mechanics and worked closely with KDA and KSP pilots to ensure safety and operational excellence. Beyond his professional accomplishments, Steve looks forward to spending more time with his wife, Jane, their four daughters, and seven grandchildren, while enjoying his passions for farming and hunting. His leadership, expertise, and dedication have left an enduring mark on Kentucky aviation. Congratulations, Steve, on your retirement!



JOE CARTER / TERRY HANCOCK

The Kentucky Department of Aviation proudly recognizes the well-earned retirements of Terry Hancock, Airport Inspections Branch Manager, and Joe Carter, Aviation Engineering Technologist. Together, Terry and Joe have dedicated more than four decades of outstanding service to the Commonwealth, many of those years were spent as a team, conducting state and federal airport inspections across Kentucky. Both Joe and Terry have consistently displayed a legacy of commitment, professionalism, and excellence in aviation.

Throughout their careers, both have played instrumental roles in supporting and improving Kentucky's airport system. Terry's dedication to safety ensured airports across the state maintained the highest operational standards, while Joe's engineering expertise contributed to the planning, design, and execution of numerous infrastructure projects that strengthened the state's aviation network. Their teamwork and technical knowledge have been invaluable to KDA's mission of promoting safe, efficient, and sustainable air transportation throughout Kentucky.

As they begin this new chapter, the Department expresses its deepest gratitude for their years of service, leadership, and unwavering commitment to aviation in the Commonwealth.

Congratulations, Terry and Joe, your impact will continue to be felt for years to come.



CALENDAR & EVENTS

STAY IN THE KNOW

KDA issues an email blast listing upcoming airport and aviation-oriented events across the state. If you are not already on the email list and want to stay up to date, visit the department website at transportation.ky.gov/aviation to be added.

WANT TO PROMOTE AVIATION NEWS AND EVENTS?

We want to help you get the word out! Keep us informed on any aviation news and events across the state. Send submissions to KYTC.Aviation@ky.gov.



Many agencies utilize our Fleet Services to carry out missions such as eagle and bear flights, fire spotting, and transportation of staff and elected officials.

The Department of Aviation's Capital City Airport Division provides safe and cost-effective in-state and out-of-state transportation for state employees. Elected officials and

state employees are encouraged to utilize state aircraft whenever conducting official business and time is essential. Flying increases employee productivity and is often the more affordable when comparing driving time, lodging, and meal expenses.

WHO CAN CHARTER THE STATE AIRCRAFT?

Any state agency personnel, elected officials, Kentucky Universities and Community & Technical College System staff, and people doing business with the state.

HOW DO I SCHEDULE A FLIGHT?

Four easy steps can be found on our website at

transportation.ky.gov/Aviation/Pages/Fleet.aspx

Follow Us on Social Media



#KYAviation

Let's Get Connected! For Our Latest News & Updates:

X
[on X: @KYTCaviation](https://twitter.com/KYTCaviation)

f
[on Facebook: Kentucky Department of Aviation](https://www.facebook.com/KentuckyDepartmentofAviation)

📷
[on Instagram: @KYTCaviation](https://www.instagram.com/KYTCaviation)

🌐
www.transportation.ky.gov/aviation

• 90 Airport Road
Frankfort, Kentucky



• kytc.aviation@ky.gov

TOP PHOTOS



Photo courtesy of Michael Montgomery
© Michael Montgomery



Capital City Airport Aviation Day



Photo courtesy of Roger Kober



Photo courtesy of the London-Corbin Airport Facebook page

TOP PHOTOS (CONT.)



Photo courtesy of Skyworx Media at the Hancock County Airport



Photo courtesy of the London-Corbin Airport Facebook page



Hopkinsville-Christian County Airport



BowmanFest at Bowman Field



Photo courtesy of Roger Kober



Photo courtesy of Roger Kober



THE RUNWAY



CONTACTS

COMMISSIONER

Mark Carter

Mark.Carter@ky.gov

502-564-4713

DEPUTY COMMISSIONER

Brad Schwandt

Brad.Schwandt@ky.gov

502-564-0525

AIRPORT INSPECTION BRANCH

Terry Hancock

Terry.Hancock@ky.gov

502-564-0371

ENGINEERING BRANCH

Wayne Simpson

Wayne.Simpson@ky.gov

502-564-0248

Cade Moore

Cade.Moore@ky.gov

502-564-4713

Sarah Moore

Sarah.Moore@ky.gov

502-564-0311

UAS OPERATIONS

Zach Heath

Zachary.Heath@ky.gov

502-564-3385

AIRPORT ZONING

Anthony Adams

Anthony.Adams@ky.gov

502-564-0151

MEDIA/EVENTS

Jermaine Bibb

Jermaine.Bibb@ky.gov

502-330-8926

KENTUCKY DEPARTMENT OF AVIATION

90 Airport Road, Bldg. 400,
Frankfort, KY 40601

502-564-4480



Photo from EAA
Chapter 1640 Fly-In
(Photo Courtesy of Evan
Mahanna)

Sign up for our newsletter
and other Kentucky aviation news!

Visit our webpage at
Transportation.ky.gov/Aviation

or scan the QR code with your phone's camera!

