



## Kansas Pilots Association Newsletter

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### Annual Dues Reminder

KPA dues run from July 1 of each year until June 30th of the following.  
Please send the annual \$20.00 amount to current Treasurer Steve Hatfield.

**Annual dues.....20.00**

**Remit to "KPA" or "Kansas Pilots Association" and mail to:**

**Steve Hatfield  
KPA Treasurer  
9811 S 183rd St W  
Clearwater, KS  
67026**

### Letter To The President

Terry,

All your friends at the KPA wish to give you and your family our deepest condolences of the loss of your mother, Becky.

All of us that have had the opportunity to meet you and visit with you, know just how deeply and devoted you are to family.

Know that you and your family are in all of our thoughts through this difficult time.

Please reach out to any of us if there is ANYTHING we can do to help.

Your friends at Kansas Pilots Association



### AVIATOR'S CORNER

Aviator's Corner  
By Dan Bowles

I must give credit to Flyingmag.com. It is a very good source for information that will make you a better pilot and just might save your life.

Like a nagging nemesis, summertime heat has been the source of many unwanted events in the summer. It affects both airplane and pilot performances. Most pilots are acutely aware of how the heat will degrade performance and create adverse weather, but how it affects human physiology doesn't get the same attention.

However, as soon as you step onto that black tarmac or flightline for your preflight, it becomes even more apparent what the most challenging aspect of a flight might be. The FAA describes this as thermal stress.

In the context of aviation, the FAA defines stress as a state of physical, mental, or emotional strain resulting from some external or internal stimuli. Specifically, thermal stress becomes a significant factor in pilot fatigue and impaired performance. Even though many airplanes now have some form of an air-conditioning system, heat stress continues to be an essential concern because the capacities of most onboard cooling systems are deficient on the ground and at low altitudes.

Individual Pilot Performance Will Differ

Pilots also must exercise good judgment in taking care of students or passengers because, like any other stressor, all deal with thermal stress differently. This can be costly if you try to push another person to go along with you, as heat's effect on them might not be immediately apparent until in a critical situation.

However, as soon as you step onto that black tarmac or flightline for your preflight, it becomes even more apparent what the most challenging aspect of a flight might be. The FAA describes this as thermal stress.

How to Plan for Extreme Heat

Outside of flight training, GA pilots can adopt the same posture this summer if they plan to conduct long flights that could cause undue exposure to heat. In planning your flights, after considering the weather, leave yourself an out, a diversion airport, so that in case things begin to deteriorate, you can land and recuperate.

Pre-departure, what can you do to mitigate the effects of heat?

The FAA recommends wearing clothes that suit the weather. In extreme heat, aim for breathable fabric, like the material athletes use to ensure that your body can cool down by sweating. Whenever you perspire on the flight line, eventually, the sweat evaporates to cool the skin. Evaporation occurs during exercise and in a hot cockpit. Managing your workload well is also essential. Pilots who fly solo must be very critical of themselves because, with no one there to watch them, external factors such as increased traffic in the airspace could require them to work more and add to their thermal stress.

Finally, consider the airplane's design, notably its ventilation and visual exposure that might contribute to an uncomfortable situation. For instance, while airplanes with wrap-around, bubble cockpits offer much visibility to see and avoid traffic, they leave pilots with very few countermeasures to combat direct exposure to the sunshine. Ultimately, the best hedge against dealing with extreme heat is flying as early as possible in the morning or later in the evening.

So, here's my free advice: hydrate. Pilots need to be tactical about keeping track of much fluid their body needs. When possible, reduce your workload. If you're in a crewed situation, share your activities with the other pilot. The FAA also recommends that you avoid sweet sodas or juices, caffeine, alcoholic beverages, and undiluted athletic beverages. In terms of food, limit your salt.

When planning for a long trip, especially to a warmer location, you'll need to body to meet the demands of that



location ahead. Simply drinking more water regularly leading up to that trip will keep you in the game. The FAA says this can take up to 10 days. Planning is paramount. When you are aware of your body's physiological responses to thermal stress, you can take the necessary precautions to limit its effect on your body and lower your risk of thermal stress.

Dan Bowles  
316 990-6064  
dan@onepci.com

### What about those dues?

Many of our members, over the past few years, have asked me how much our dues are and Where do they send them.

Note: ( The Amount of annual dues and the "Remit to", as well as the address to send it, can always be found in any of the NewsLetters. You can find it in the lower Left side of the page.)

However, I am posting it here as well:

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Annual dues.....20.00

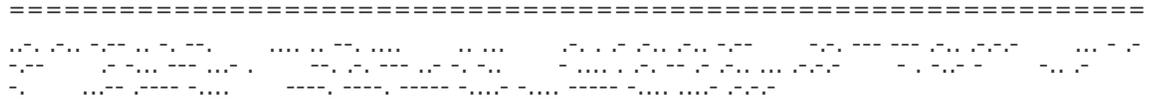
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### Morse Message for the Month!

Sent in By Dan Bowles

flying high is really cool. stay above ground thermals. text dan 316 990-6064.



### August Fly Out

Date: August 19th

Our august fly-out was in conjunction with the EAA 88 annual fly-in held at Jabara Airport Wichita KS

Even though the heat was borderline brutal, many participants came and had a great time and great breakfast.

The CAF was their, CAP (with our very own Tom Page), Glider club, Corvette Club as well as quite a few individual planes on display.



### September Meeting

September 5th,  
Gil Wooten in Charge  
Yingling Aviation – 6 PM

Zach Theademan VP will be speaking on the "Past, Present, and Future" of Yingling Aviation

KPA will provide sandwiches, chips and drinks.



### September Fly-Out

Fly-Out: Sep 16th

We're having our Annual KPA Picnic on September 16th & would like you to join us.

Bring a salad or dessert, a lawn chair & enjoy an afternoon of Hanger or Deck flying with our fellow members of the Kansas Pilots Association.

Please RSVP by calling or emailing us so we can get a head count for the Burgers, Brats & Hot Dogs.

Cell Phone: 316-655-3139 or [stevenphatfield@hotmail.com](mailto:stevenphatfield@hotmail.com)



### What's Coming Up?

## 2023/2024 Events Calendar

Please note the times you are in charge!

### September

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### October

Meeting: Oct 2nd  
Gil Wooten  
TBA

Fly-Out: Oct 21st  
Atchinson  
Trish Minard

### November

Meeting: Nov 6th  
Ortega Aviation  
Trish Minard  
TBA

### December

Christmas Party  
Dec 9th  
7 PM  
Hot Hor' Dourves  
Fun TBA

### January

Meeting: TBA  
Fly-Out: TBA

### February

Meeting: TBA  
Fly-Out: TBA

### March

Meeting: TBA  
Fly-Out: TBA

### April

Meeting: TBA  
Fly-Out: TBA

### May

Meeting: TBA  
Fly-Out: TBA

### June

Meeting: TBA  
Fly-Out: TBA

**Special Note: Annual Membership Dues are due in July.**

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**KANSAS PILOT ASSOCIATION MEETING MINUTES**

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**KANSAS PILOT ASSOCIATION MONTHLY MEETING MINUTES**

**No minutes at the KPA.**

**See President's Letter**



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