



COPA Flight 101 Lindsay

Kawartha Lakes Flying Club Meeting Minutes September 11th, 2019

Start - 19:00 Attendees - Twenty-two

Bob Burns welcomed those in attendance and mentioned that those members interested in details of the club financial statement should contact Al Darling.

Further, Bob said, anyone wishing to join the executive to please let him know because our November meeting is the time for any executive change.

Mark Moore was then given the platform to reveal the progress and possible further improvements to the Kawartha Lakes Municipal Airport.

Mark said that the new Charlie taxiway is now marked with the centre-line and hold-short detailing required at the junction of runway 03/21 and the edge of 31. In the future, there could be a parallel taxiway extension along runway 31 to the "holding cutout". The present budget cannot support lighting the new taxiway, thus appropriate reflector posts will be installed along the route plus identification signs, of course. By the way, we have been assured that the taxiway crossing at 03/21 is as smooth as humanly possible re: grass landings.

Please note (NOTAM'd as well) that the grass runway has been shortened by 300 feet at the 21 approach end and 365 feet at the 03 approach end. The fuel station is scheduled to be moved to the Southwest corner of where Charlie begins from the itinerant parking apron. The relocated new windsock is scheduled for lighting

thus, in the interim; the windsock on the "terminal" roof will remain lit to assist pilots at night.

The taxiway and apron system to the planned new hangar complex is completed and an unnamed contractor will build individual hangars for future tenants.

NOTE: Mark reminded us to train [or retrain] ourselves to say "Kawartha Lakes unicom" in the future, as the name of the airport in, now, just that i.e. *Kawartha Lakes Municipal Airport*.

--- Coffee ---

Our guest speaker, Gary Gaudreau was introduced. Gary is an aircraft appraiser who is the president of Aviation Business Support Inc. He is, also, an AME which is an invaluable tool in his type of business,

Aircraft appraisals are not as simple as one would think. Gary has had some instances i.e. where a fire has destroyed a hangar housing fixed wing and rotary winged aircraft. The logbooks were consumed in the conflagration, thus precipitating a forensic type of investigation. Logbook information, in many instances goes back across the border to the USA and painstaking research is involved. Some of these cases sounded like an episode of CSI or NCIS TV programs.

Gary revealed that the low end appraisal (or cheapest) figures begin with - for instance, a Cessna 172. The appraisal would be \$1150.00 plus travel expenses. A Grumman Gulfstream would be in the order of \$7000.00 plus expenses. If, at any time, you are interested in contacting our guest speaker, his contact info is as follows. Gary Gaudreau (613) 332-6272 or e-mail <gary@abs.aero> or www.abs.aero

Compiled by Jim Baldwin Sec. KLFC