

# Happy Landings!!

## PATTI'S 1880's SETTLEMENT Grand Rivers, KY (KY Dam State Park Airport M34) June 15, 2021

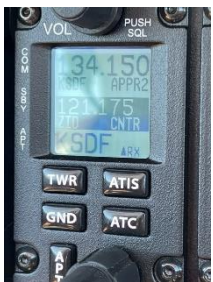
This was such a fun trip!! Earlier this year we camped at Hillman's Ferry at Land Between the Lakes. During that trip, we went to Patti's for lunch and moseyed about the Settlement. I immediately wondered if we could fly back there sometime. The good news was that there is an airport close by and Patti's provides a free Shuttle Van service!

Weather for June 15, 2021 looked great for a longer flight, so when Mark asked where I'd like to go, I said, let's go to Patti's! I made lunch reservations for 11:30 CST (12:30 EST). There is a time change. I recommend reservations because this is a tourist destination, and it can get crowded. 270-362-8844 When I made the reservation, I told them that we would be flying in, and they said to call Patti's restaurant when we were 10 minutes out, but we waited until we landed. This seemed so ritzy ditzy, haha! Like jet setters!

For this trip, I didn't want propeller hair while we waited with the canopy open, so I wore a scarf, like a movie star in a convertible. I just looked dumb, but it served the purpose!



The RV9A was in the air by 10:45am EST out of Georgetown (27K). Interestingly, it was clear and the wind was only N 6 knots, but it was a little bumpy. This did not bode well for the afternoon. Would I get queasy? Mark (hubby and pilot) climbed to 6500 ft where we had a 17 knot tailwind, and thankfully, it was much better.



Mark decided to do this thing called flight following mostly because he hadn't done it for a while. I enjoyed it very much! I brought a kindle book to read, but I got such a kick out of the flight following I didn't open the book. Flight following goes something like this (remember, I'm not the pilot). Mark tells the first traffic controller where he wants to go. That controller tells him what radio frequency to use which may or may not match the one on the map. He also gets the barometric pressure reading for that airport so the altitude is corrected. The fun part is when you approach the next airspace. Would the last traffic controller come on and hand off to the next traffic controller? I liked listening for our N number. The frequency gets changed for each new airspace as well as the barometric pressure reading. One controller talked like an auctioneer, ridiculously fast. Mark had written the airspaces down and the possible frequencies in advance except for one. We hunted for that one on the map because it wasn't exactly on our route. Anyway, Mark used his sexy airplane voice, and it was lots of fun!



There was 30 miles visibility when we landed at 11:12 CST (about a 90 minute flight). The strip and FBO had some upgrades done recently. Bathrooms were OK. I called Patti's for the shuttle and the van arrived quickly while Mark was still talking to a guy out by the tie downs. Our driver was very nice. She lives behind Patti's, and the owners are like her family. We were at Patti's in no time.





We had to wait under 5 minutes for a table because we arrived before the crowds. Mark had to find me- I was getting a preview of the gift shop. We were seated in the Peacock Room.



Trying to figure out what to order was tough. Should we be healthy with a salad, share something, go for an entrée, or a sandwich. Last time we came, we had the famous pork chops. This time we both had grilled chicken sandwiches which came with coleslaw and homemade potato chips. I brought half home. We knew we wanted pie, too. Mark tried the Sawdust pie for something different, and I had the Mint Sinker. I thought the Sawdust was aptly named. It was too dry for me but Mark liked it. I loved the Mint Sinker. Very refreshing. The meal and service was great but a bit pricier. My tea was refilled multiple times without asking.



After lunch, we walked through the Settlement. There are boutiques, putt putt, a playground, and a café which is less pricy than the restaurant. I stopped to talk to the gardener. There are 7 gardeners that maintain all of the flowers and shrubs. It is very pretty! I tried on a romper. They may be in style, but it reminded me of the one piece navy gym suit I was forced to wear in high school! Not something for a 63 year old!



We also got a tip from the van driver. She joked that every dish in the kitchen uses Patti's Seasoning, and she is waiting for it to go into the dessert someday! They even add it to their cole slaw. So I bought some of the "famous seasoning". We have been using it on everything since we got home: chicken, Brussel sprouts, green beans, cauliflower, rice, broccoli...

When we were done looking around, Mark went to the hostess stand and asked for a ride back to the airport. The van was there by the time I got to the lobby. We left around 3:00pm CST, so I still had time for evening pickleball. On the way back, I would have liked to have flown higher. We went to 5500 feet. Why 5500 and not 6500 feet you may ask? There is a rule that when you are flying east with VFR you must fly at an odd 1000 feet plus 500 feet. This gave us a choice of 5000 plus 500 or 5500 feet or 7500 feet or 9500 feet. We had to stay below the clouds which were 6500 feet or above the clouds. The tops of the clouds were quite high and for time and fuel economy, we started heading east at 5500 feet.

I finally decided to try flying the RV9A for the first time. That thing is sooo sensitive. First, I tried looking at the instruments- up 300 feet, down 500 feet, up 100 feet, down 200 feet. And it climbs incredibly fast. That didn't work. Then I tried looking at the distance between the horizon and the front of the plane. That worked OK for elevation, but not so good for heading. As soon as I glanced at the heading, the altitude changed. Then I tried aiming at a spot way out on the ground. That worked OK as long as I picked a new spot every now and then, but if I focused on the same spot too long, it would disappear under the plane or I would point the nose down to be able to see the spot. Poor Mark! Flying kept me distracted through the more bumpy flight home. I wasn't queasy at all. In college, when friends flew me in their Bonanza, I would get nauseous. I don't know why I don't get an upset stomach now. Maybe I got used to it over the years? Anyway... even if I did get a bit sick, I'd suffer to land at Patti's again. We landed back in Gtown around 5:30 EST.

I highly recommend this trip. I'm already planning to go again. It would be fun to fly down early in the morning with a group and rent a pontoon at the marina for the day, do some swimming, pack a lunch, have pie at Patti's and fly home!

Happy Landings!

Jill Baty