

MY VIEWS

Kentucky's place in aerospace, aviation industry

Kentucky's earliest settlers were men and women on the move and our people have long understood the importance of getting people and products where they need to go. From our farms and factories to our airports and aerospace facilities, transportation is a critical part of keeping our economy moving. Today, aviation and aeronautics are playing an increasingly important role in that effort on the national and international levels - and Kentucky is well positioned to take advantage of the opportunities ahead.

This year, as we celebrated National Aviation Day on August 19, we have an opportunity to reflect on what it means to our state. Aviation is already a big deal in our Commonwealth. The aviation system supports 137,858 jobs, \$9.4 billion in payroll and \$26.5 billion in economic output, according to the Kentucky Department of Transportation's 2025 economic impact report. And, Kentucky is home to more than 100 aerospace-related manufacturers and companies employing more than 23,000 people. Since 2017, the state has announced roughly 40 aerospace-related projects representing more than \$1.1 billion in investment and more than

2,800 announced jobs. In 2024 alone, Kentucky exported nearly \$19 billion in aerospace products and parts.

That means aviation is not simply about airplanes. It is about manufacturing, logistics, engineering, research, tourism and good-paying jobs. It connects Kentucky businesses to customers around the world and gives our communities another tool for attracting new investment.

It also means an opportunity for another strong industry - agriculture. Earlier this year, the Kentucky General Assembly took an important step toward expanding that opportunity by passing legislation that includes incentives for alternative jet fuel. The measure, HB 869, provides a tax credit for producers of alternative jet fuel and establishes a rebate of up to 75% of the state sales tax generated by the sale of alternative jet fuel and agriculturally based alternative jet fuel at Kentucky commercial airports. The rebate must be reinvested into airport facilities and operations. Agriculturally based alternative jet fuel can create new markets for Kentucky-grown feedstocks like soybeans and corn, while supporting the aviation industry's demand for reliable fuel. That creates the potential for dollars to move through multiple parts of our economy - from the farmer producing a crop or other eligible feedstock, to the businesses processing it, to the companies producing fuel, to the airports and aviation businesses using it. Aviation is becoming

increasingly important to Kentucky's broader economic competitiveness as well. Airports are gateways for business and recreation, while also supporting emergency response and medical transportation. At the same time, aerospace manufacturing is helping Kentucky compete in a global economy where advanced technology, skilled workers, and reliable transportation infrastructure are increasingly important.

The opportunity in front of us is significant. We have the workforce, the agricultural resources, the manufacturing base and the transportation infrastructure to become an even bigger player in aviation and aeronautics.

But realizing that potential will require continued investment in our airports, workforce and educational institutions. It will require us to look for emerging opportunities and eliminate barriers to growth.

Kentucky has never been afraid to build industries that create opportunity for the next generation. Aviation and aeronautics give us another chance to do exactly that.

If we continue making smart investments and connecting the strengths we already have, Kentucky can continue to help shape the future of flight, not simply watch it take off somewhere else.

As always, I can be reached on my mobile at (502)639-7079 or through the toll-free message line in Frankfort at 1-800-372-7181. You can also contact me via email at James.Tipton@kylegislature.gov and keep track through the Kentucky legislature's website at legislature.ky.gov.



JAMES ALLEN TIPTON

MY VIEWS

Late summer lawn fungus

Summer splendor in the grass is being replaced by a fungus among us for some gardeners. I have seen some weird stuff in the pastures this last week, likely due to the heat and the rain. Mostly people like to blame dead patches in the lawn on grubs, but often fungal diseases are the culprit, and the weather and our own maintenance habits contribute to the problem.

Despite the advice that fall is better than spring when it comes to fertilization many people still do it in the spring which causes problems this time of the year. For example, too much nitrogen applied in the spring of the year is linked to a higher incidence of fungal diseases like red thread, dollar spot, frog-eye and brown patch. Add weather extremes, automatic sprinklers, mowing habits and susceptible turf varieties and we see odd things happening to our late summer lawns.

Dollar spot is caused by a fungus that is favored by temperatures between 60 and 80 degrees and prolonged moisture. It is most prevalent on bentgrass (which is primarily used on golf courses around here), bluegrass and fine fescue lawns. Yellow spots first appear on the blades of grass and advance to a red-dish-brown color; the tips remain green. As the grass dies it typically forms dead patches that are about the size of a silver dollar, thus the name dollar spot. Use tall type fescue and do not over fertilize or over irrigate your lawn and you should avoid this lawn disease.

Brown patch is likely more mainstream when it comes to lawn diseases because it will impact tall fes-

cue (the best and predominate grass for our area). The disease is caused by a common soil fungus that is favored by too much nitrogen, humidity, and temperatures between 60 and 85 degrees. It appears as an overall deterioration of sections of turf, and irregular or circular brown patches. The turf will look pale green and usually there is a brown border around the infected area.

Brown patch can be discouraged by applying nitrogen in the fall of the year only, mowing a bit shorter than the recommended 3 3/4 inches (try 3 instead), and irrigating only when needed and in the morning so the grass can dry during the day. This year it seems like it has rained to some degree everyday this summer, so it never seems to dry out completely!

Red thread looks like red thread, literally. A red-dish-coral color fungus appears in strands and eventually causes the decline of grass blades. This fungal disease is most prevalent during wet, cool weather and in lawns that are deficient in nitrogen. Red thread may have shown up a few weeks ago for some during the cool, wet weather variables.

Frog-eye, or fusarium blight, is so named because in the later stages of the disease the center of the infected area remains viable and the dead grass lies in a 2-inch wide band around the green center which sort of looks like a big frog eye. We see frog-eye during the hottest and most humid Kentuckiana summers. Too much nitrogen and drought stress help the fungus along, too.



JENEEN WICHE

Bentgrass, bluegrass and red fescue are most susceptible.

Fungicides used to control these problems are tricky because once the problem is apparent it is essentially too late to control. Applications must be used as a prevention which is not recommended for the average homeowner. We cannot control the weather, but we can control our management habits. Don't fertilize in the spring, irrigate only when necessary, mow when needed and at the proper mowing height (preferably 3 3/4 inches), and sod or seed with recommended tall type fescue varieties.



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Notice is hereby given that the following individuals are indebted to **Commonwealth Property Rentals LLC** for past due rent and other charges. Auction will be conducted pursuant to KRS 108.473 through KRS 108.4783 on site at 1507 Daniel Drive, 1501 Daniel Drive, and 121 Hilltop Drive, Lawrenceburg, Kentucky 40342 or online on lockerfox.com beginning at 10:00 a.m., **September 8th, 2026.**

The following units will be sold: 1507 Daniel Drive - Jason Uchwal, Unit 12A-C41; 1507 Daniel Drive - Jason Uchwal, 12A-C42; 1507 Daniel Drive - Ben Richie, Unit 12A-C21; 1507 Daniel Drive - Ben Richie, Unit 12A-C22; 1507 Daniel Drive - Ben Richie, Unit 12A-A05; 1507 Daniel Drive - Beverly Harris, Unit 12A-A09; 1507 Daniel Drive - Brenda (Cheryl) White, Unit 12A-C45; 1507 Daniel Drive - Brenda (Cheryl) White, Unit 12B-D10.

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