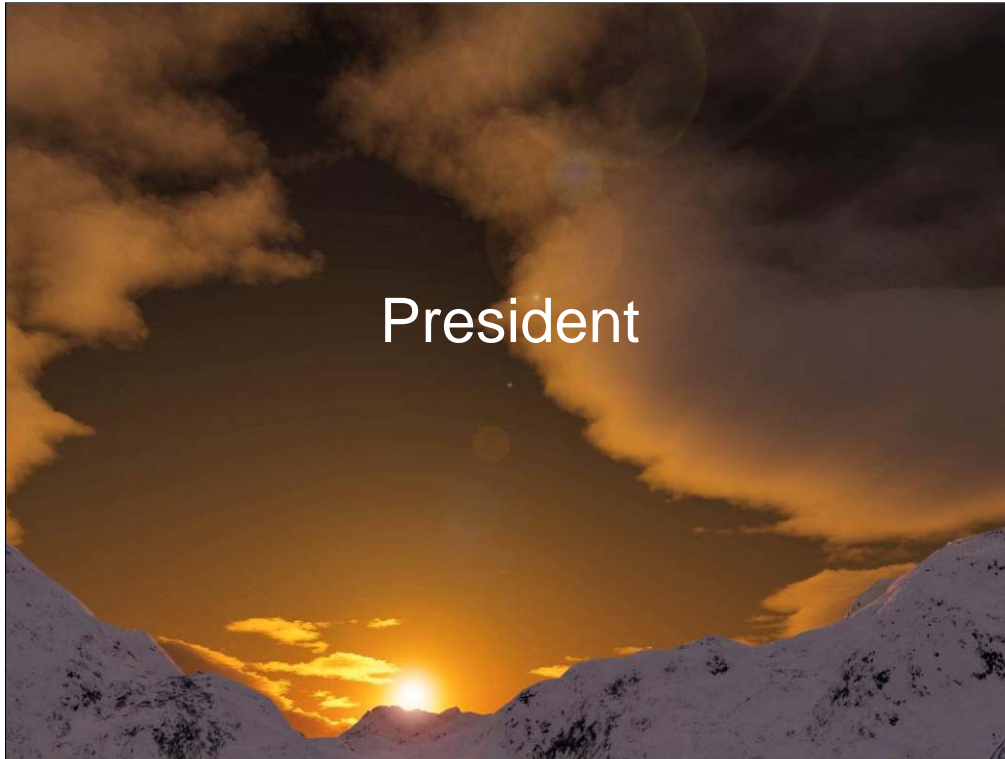




2<sup>nd</sup> meeting of 2007  
16 members in attendance

# Agenda

- President – Ken Eiken
- Treasurer – Andy Longbrake
- Ops – Ken Shockley
- Safety – Alex Pufahl
- Training – Scott Kennedy
- Communications – Charles Rush



Ken talked with us about the state of the club...

We're a strong club after two years. We started with nothing and now have great CFIs proving ground and instrument instruction, a club office, three-plane fleet, strong membership, prime location on KAPA's airfield, and much more, including the opportunity to fly!

We're always looking volunteers to help out. If you have time, please let someone on the Board know...

And if you don't know who they are:

Ken Eiken

Alex Pufahl

Charles Rush

Ken (a.k.a. Doc) Shockley

John (a.k.a. Andy) Longbrake

Nick Newby

Scott Kennedy

Karen Hitchcock

John Sarazen

Fly the planes!

# Finance

My name is Andy Longbrake.

I am the JEFA Treasurer.

Unfortunately, I cannot be here tonight.

Here is my contact information:

[john.longbrake@jeppesen.com](mailto:john.longbrake@jeppesen.com)

(303) 328-6721



# Finance

- January Airplane Usage

- N20JA

- Tach Time: 22.1
    - Hobbs Time: 30.7

- N2477J

- Tach Time: 23.9
    - Hobbs Time: 32.5

- N505JF

- Tach Time: 15.9
    - Hobbs Time: 22.6

Jan hours weren't too good...December was about the same

# Finance

- February Airplane Usage

- N20JA

- Tach Time: 30.0
    - Hobbs Time: 40.5

- N2477J

- Tach Time: 26.9
    - Hobbs Time: 38.0

- N505JF

- Tach Time: 16.3
    - Hobbs Time: 24.3

Things got a bit better in February, mostly because weather made more flying possible.

## Finance

Last month, we spent \$17,000 and received \$10,000

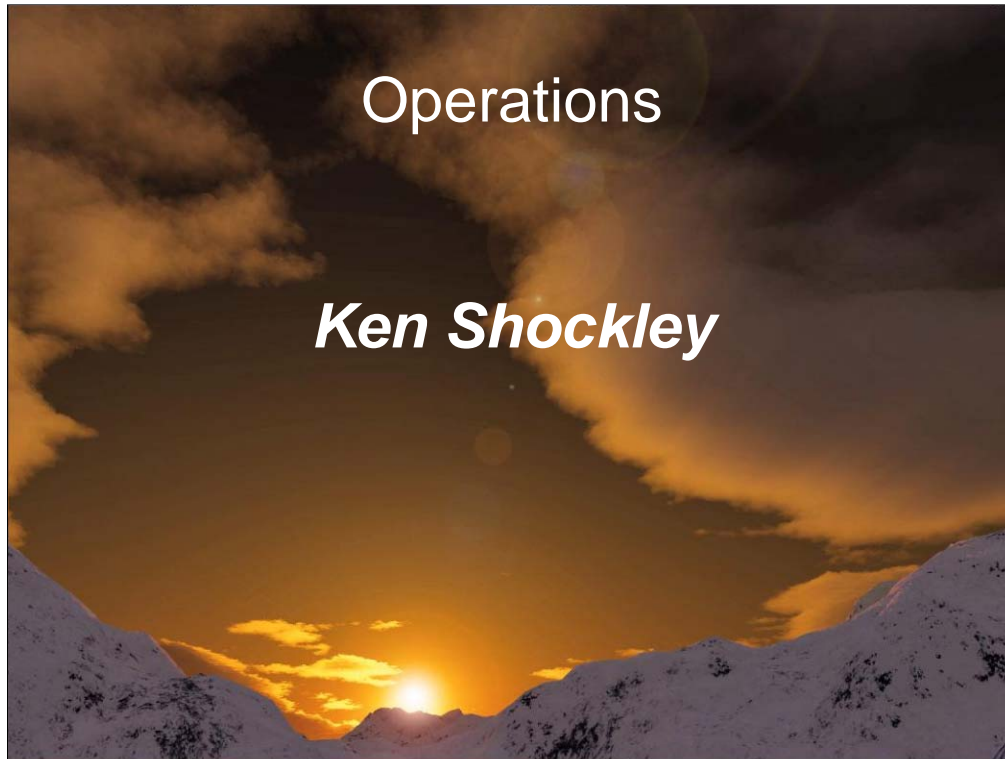
Insurance bill is what hit us hard in February. But we had the same type of situation in Dec and Jan...we spent \$12K and took in about \$10k.

Problems in the money area are mostly due to weather problems.

Finance

***Get out and fly the  
airplanes!!!***





Ken (Doc) Shockley talked about this past weekend...Lots of plane issues. Aspen chief pilot requested that we pull the planes out so not to blast their planes. Squawks...parking brake not locking all the way. Doc to look at this.

The Board is talking about putting up permanent wheel chocks to help prevent the planes from rolling back into the hangar I-beams. In the winter, the chocks freeze...the permanent wheel chocks to will help fix this problem.

77J tow bar...one end can pop off...be careful.

77J door...lock is still an issue...Make sure the interior door handle is pulled back into the "armed" position (the handle clicks and then can't be pushed forward). While pulling the door closed, apply forward pressure on the handle. When the door hits the door jam, the handle will push forward. Do NOT pull back on the handle while closing the door...instead, push forward on it. It takes two hands, one on the handle, and the other to pull the door closed. I know it sounds difficult, but it's very simple once you've done it one time. Let me know if this is as clear as mud now.

DA505 – fuel pump is going bad again...Doc's going to look at it. Might just be a shield wire that's coming lose. It might still be under warranty...Doc to look into it.

## JEFA Safety Office

Alex Pufahl and John Woolnough (Safety Office Assistant)

- Audit member records (paper and FSP)
- Audit emergency contact info on FSP
- Draft Incident and Accident Communication Plan
- Approved as FAA Safety Team Representative
- The FAA Wings Program is being reviewed – I will keep you posted!
- Reviewed report of a possible safety incident – negative findings

Get notes from board meeting...

Please make sure that all your personal information is current in Flight Schedule Pro. Even if you think you entered all your info, go back and double check.

There might be an issue that people don't know where they are to enter their information in FlightSchedulePro. (TIP: Look in the upper left part of the window for something that says, "My Account"...select that, then select "My Profile," then scroll down to find the "Emergency Contact" section. That's what we need you to complete.

Emergency contact info - We talked about putting in place a "program" in which you get regular emails reminding you to update your emergency contact information; the program would work something like this...we set a deadline date by which all members have to have their information updated in Flight Schedule Pro (for example, June 1). Then beginning in April, we send a first 60-day notice email telling people to go in there and update their information. Then we'd send another email in another 30 days, etc. until June 1

Student pilots should also populate this information. And don't be shy about putting more information about yourself.

SIDE BAR: Please put a contact phone number so that Ken can call you and let you know if the plane is down and you have the planes booked.

Suzanne Chance is help Ken rescheduling the planes should they go down.

# Training Agenda

- 2006 Training Activities and Achievements
  - Soloed
  - Private Pilot
  - Ground Schools
- Looking at 2007

Scott talked about who's done what and what's going on regarding training: ground schools, Garmin1000 classes, instrument classes.

# Training Activities and Achievements

(2006)

## Completed Solo Flights

- Austin Klahn
- Chris Jones
- Charles Rush
- Robert Knapp
- Kevin Collins
- Nick Newby
- David Oscai

We completed quite a few students through the solo phase and they are all continuing on. Some have even gotten their PPL: Chris Jones, Nick Newby, and David Oscai!



Dave Oscai thanked Ken for doing all that he did to get at least one plane up and running for him to do his check ride this past weekend (March 11). For those that don't know...you have to understand, this was a huge effort on Doc's part. He rocks!

Scott asked Dave to write an article for the newsletter about the whole check ride process.

# Training Activities and Achievements

(2006)

## Ground Schools

Private Pilot (4 classes)  
- 34 students

Instrument Pilot (1 class)  
- 10 students

DA40/G1000 (5 classes)  
- 35 students

Even though Jepp is overloaded with pilots, we still can't get enough people to attend the instrument and G1000 classes. We need at least five people interested to make it worth the time to hold the class.

Someone mentioned that people don't understand how much they learn having that instrument knowledge. It helps them with their whole flying experience.

Someone mentioned that maybe we need to market the class just a bit differently...remind people that even if you have a rating, the class offers a great refresher. Del Smith remarked that lots of the pilots at Jepp might think that these classes are more for someone that's looking for flying for a living, not just a hobby.

Good ideas and we'll talk about and see what we can do.

## Training Activities and Achievements

(2007)

- More ground schools
  - Private
  - Instrument (?)
  - DA40/G1000
  - Garmin 530

We need to get people flying JA to learn the Garmin 530...Suzanne mentioned that AOPA has a great tutorial to help you.

Garmin 530 training – learn how to use it!

Mountain seminars – people want them; we're looking at putting something together. We had two instructors working on it, but one disappeared and the other has been swamped.

AOPA has a great mountain course!

## Training Activities and Achievements

(2007)

- Many more Solos
- Many more Privates
- More Discovery Flights
- Getting more organized
- Getting more standardized

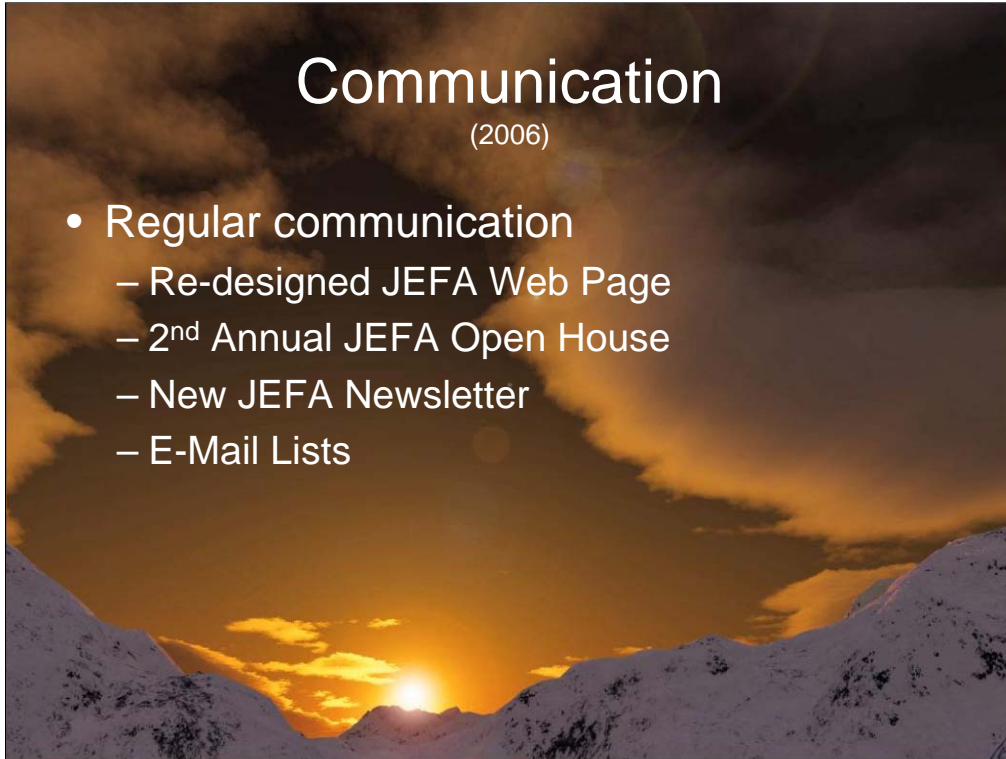
We're pushing ground schools to get students in Discovery Flights. There are quite students that are ready for their solo check rides.

Organization...we're not as disorganized...we're getting more consistent with the instructors, ground schools, office (student folders), Matt Majka working with instructors to make sure that all students are rating consistently.

QUESTION – Has mark done any more regarding flying incentives for Jepp employees? Mark has a plan (reimbursement), but he's been busy and nothing has been formalized yet. He has to run the plan past Jepp Fuller to release it, but he still needs to fine tune some numbers. Mark's working on it, he wants to do it, but he doesn't have much time. We'll keep pushing, but we have to be diplomatic and do so gently.

David Oscai took his exam with Jerry Marshall. Jerry is a laidback guy...all he does is check rides for a living now. Jerry and David sat down and did the oral exam and then just started talking about flying. Nick Newby did his check ride with the same guy and prepped Dave for what to expect. Dave offered to talk with anyone else that's ready for their check ride, too. Someone asked Dave to write up some notes about the whole experience and share it with others. During the flying, Jerry didn't say much during other than "good job" here and there. He did some sneaky things like asking Dave to do clearing turns but he didn't remind Dave to climb to a safe flying level before the turns...Dave's recommendation: know the PTSs! There were no surprises. Jerry spent about an hour on the oral...used the chart to ask what things are on the chart. Flight was 1.5 hours.

We have a new SME in Courseware. Drew...he is a pilot examiner that's now on staff at Jeppesen.



Comments to improve the website are welcome...please talk with Charles.

Goal for newsletter: have a new one for each member meeting. We love getting articles from members.

Email lists – We're trying to keep them as current as possible. If you know members that aren't receiving member emails, but please let Charles know.

# Communication

- March newsletter is out!
- 2007 JEFA Open House will be May 19. Volunteers are needed!
- Operation Discovery!

PDF of newsletters are available on the web site.

Open house...weekend before Memorial Day weekend. We're going to try to have some seminars during the day. This year's open house should not be near as hot as last years! We picked May in the hopes that we're doing this during a bit cooler days.

Operation Discovery – We would like to start selling Discovery Flights outside of the Open House push. It seems we get a ton of interest around the Open House days, and then interest wanes.

Please look at the posters...we want your thoughts. Posters will be online, too. Send any feedback to Charles Rush.

Suzanne will also write an article in the Navigator. We need to look other corporate newsletters.

Only employees are eligible for discovery flights.

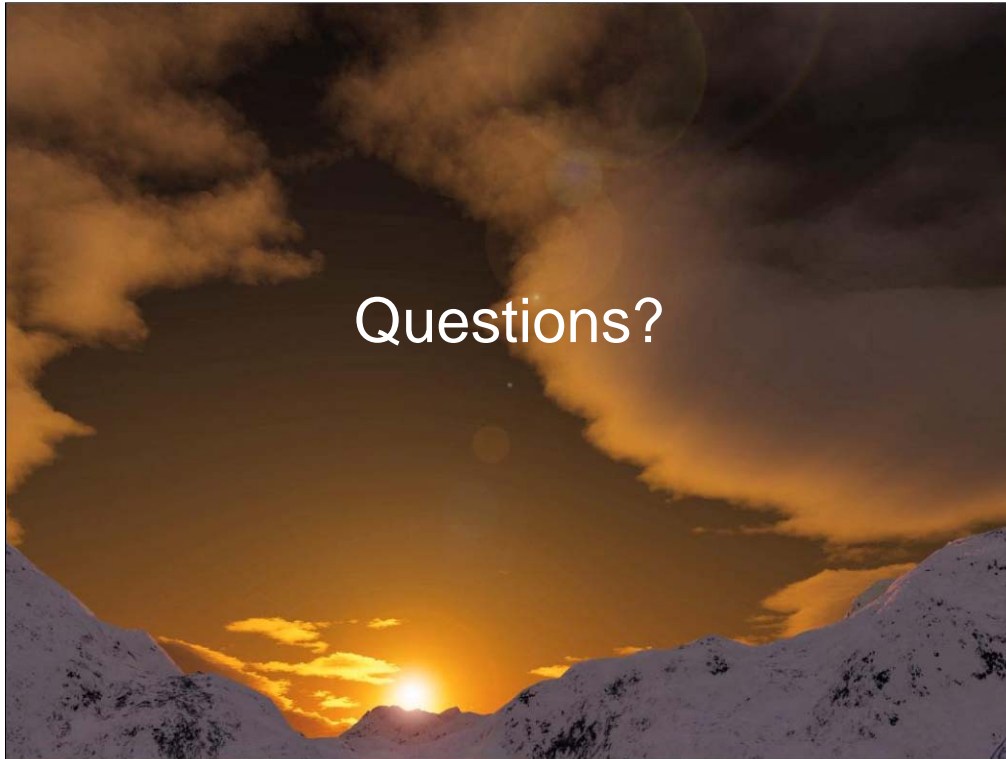
Del Smith asked how much do Discovery Flights cost the club. Instructors donate their time, and the cost barely covers the cost of the plane. We want to target people that want to commit to learning how to fly.

Charles was thinking that maybe we can tap people that used to fly...maybe we could rekindle their interest. It would be the spark they need to get them into flying again.

We're allowed 25 active members per plane. It's obvious that we have many inactive pilots. If we bump up against the 25 active members, we need to ask those that are inactive to step aside.

Cost for Discovery Flights: \$55 for the 172 and \$65 for the Diamond.

Nothing about JEFA in the Employee orientation OR JeppNet.



OshKosh update?...nothing formal in place to go as a club this year. Maybe we can get that right for 2008.

Reg checks...are separate night and day checks required? As long as you're current according to FARs, we won't do a night AND day check. Just show proficiency in the aircrafts, and you're good to go. Someone asked Scott to send the requirements to him...Scott will make them available to everyone.

Database GPS upgrades...tracking...someone asked if we could put that in the logbooks. Karen's updating the Garmins. Maintenance logbook entries are required by owner/operator, but you have to have a PPL to make them. Ken can supervise students doing this and makes the m where required. Ken doesn't want them in the logbook. We'll create a ledger and keep it in the JEFA office.

77J's annual is this month.