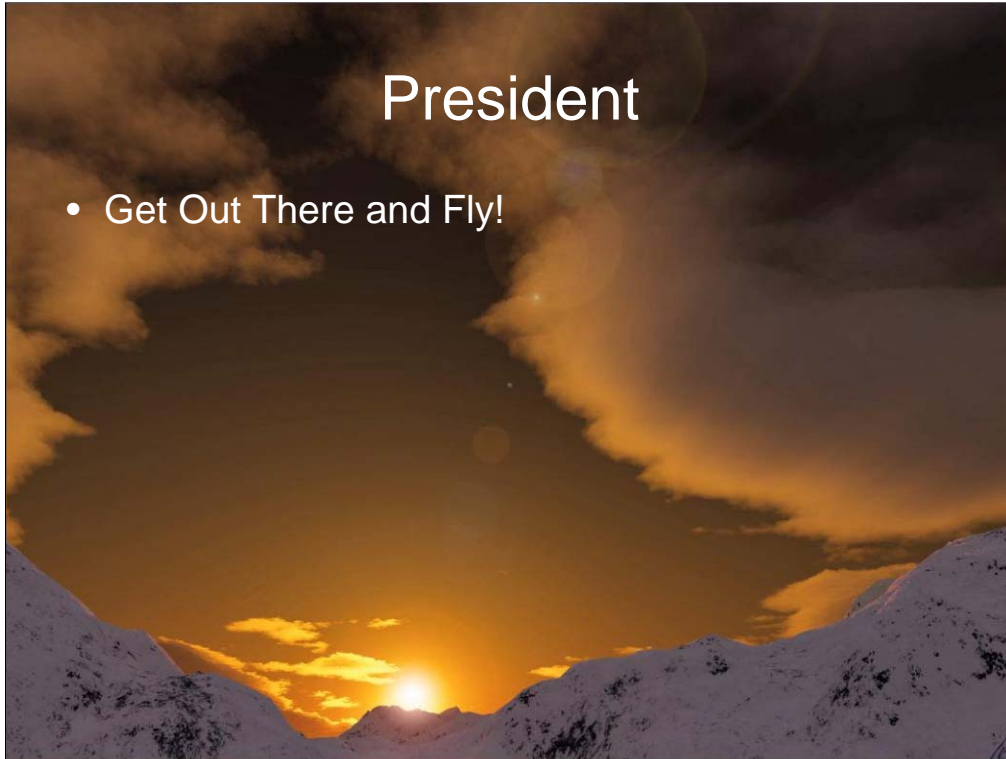




7 members showed up for the meeting

Agenda

- President – Ken Eiken
- Treasurer – Andy Longbrake
- Ops – Ken Shockley
- Safety – Alex Pufahl
- Training – Mark Smith
- Membership – Karen Hitchcock
- Communications – Charles Rush



From Ken Eiken...

Ken plans on attending a YE fund raiser at Oshkosh.

Ken thanked Charles and all the other volunteers for their hard work in making our work at the YE event a success.

If anyone is interested in presidency, please let Ken know. We have only one interested member right now. We'd like to have more interest.

Finance

- Treasurer's Report
- Andy Longbrake
- (303) 328-6721
- john.longbrake@jeppesen.com

Andy Longbrake dialed in from Cincinnati

Finance

New Aircraft Rates

Effective June 1

- N505JF: \$110.00 per tach hour, wet
- N20JA: \$105.00 per tach hour, wet
- N2477J: \$100.00 per tach hour, wet

The Board is interested in keeping rates as low as possible...if fuel goes down, rates will...but don't hold your breath!



Even at \$110 a tach hour (the higher rate), our Diamond rate is still the cheapest, high tech plane than any other in town.

Finance

May Airplane Usage

Percent of Target is based on business plan usage of 40 tach hours per month

Aircraft	Tach Time	Hobbs Time	Percent of Target
• N505JF	27.5	42.2	68.9%
• N2477J	17.9	23.4	44.8%
• N20JA	56.3	76.6	140.0%

Finance

June Airplane Usage

Percent of Target is based on business plan usage of 40 tach hours per month

Aircraft	Tach Time	Hobbs Time	Percent of Target
• N505JF	18.0	28.0	45.0%
• N2477J	49.5	64.5	123.8%
• N20JA	43.1	57.7	107.8%

GOAL:

Fly each plane 40 hours a month

Finance

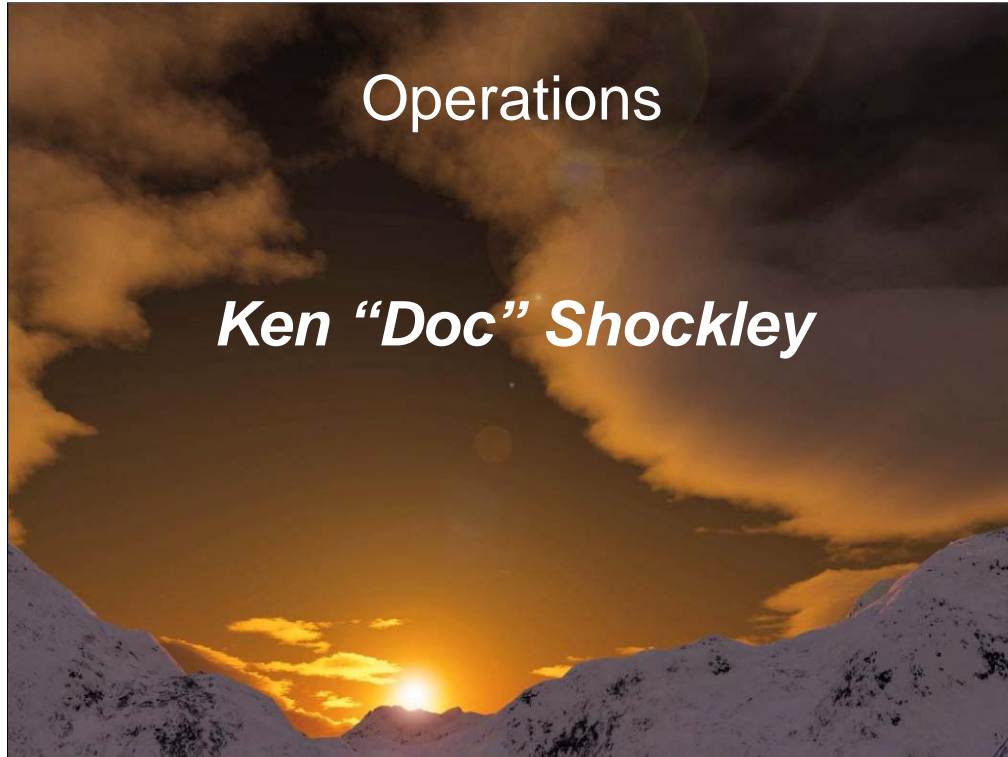
How to pay JEFA

- Paypal: paypal@flyjefa.org
- Hand Deliver: Treasurer's Inbox
JEFA Flight Planning Room
JEFA Office
- US Mail: JEFA, Inc.
12830 East Control Tower Road, #J4
Englewood, CO, 80112
- Interoffice: Andy Longbrake
JTS / Meridian Building

If you don't see the Paypal info on your invoice, please let Andy know (a.k.a John Longbrake)

Charles to post the payment methods on the JEFA web site

A question was asked about the block on the bottom of the statement...it's misleading that the "past due" block shows up on the statements. Accounting know it's not a nice thing and people have issues seeing this info on their bills. Accounting has looked into this and can't find a work-around with our current edition of Quickbooks (our accounting software). Please ignore this information on your invoices.



Ken Shockley...

It's been one thing after another for Doc. The planes are all in good order now.

A new starter for 77J should be in in the next few days.

Doc is constantly getting calls from people about squawks. However, this will have to change very soon...Doc is leaving Jeppesen to go fly for Frontier Lynx. He's going to work with Nick Newby and Chris Jones to maintain our planes and come up with a plan for people squawk issues.

Doc will still be around to help when he's done with training and on his days off. He's not disappearing!

Question was asked about whether it is OK to fly if the beacon is not working. YES...as long as you have either red OR white...you don't need both for daytime VFR flying.

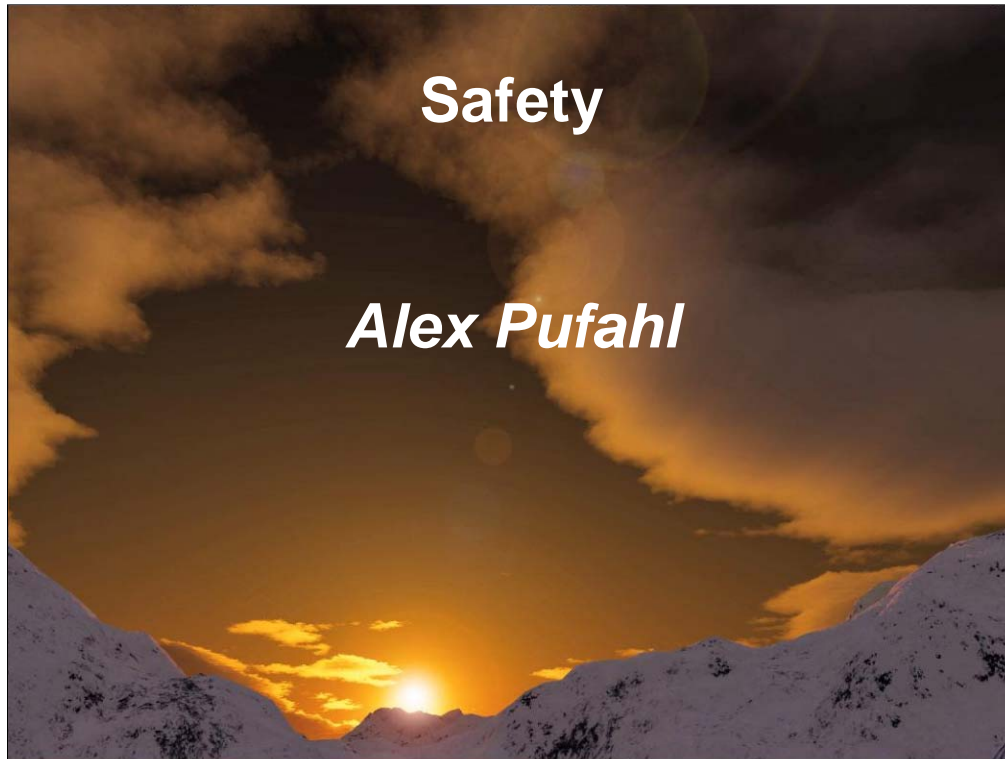
Question was asked if there is an STC for the Cessnas to go LED? There are alternatives available. We need to check on the cost effectiveness.

Doc reminded everyone to make sure that you close the door securely and without further damaging the spring in 20JA.

Charles thanked Doc for keeping our planes flying.

77J...Doc has the compass correction card. He just needs to install it.

Doc's last day is July 20



Alex has written a series of articles for the JEFA newsletter on aeronautical decision making. The latest newsletter contains another article in this series.

Charles has posted the back issues of the newsletter articles in on the FLYJEFA.ORG website.

Incident and Accident Plan...John Woolnough and Alex put together this plan. It will be presented to all members in the JEFA offices, member folders in the JEFA offices, and the website when it is in its final draft.

At a high-level, the plan presents what to do if an accident or incident should occur...if something happens to one of our members should they have an accident/incident (airborne OR ground). The Incident and Accident Plan is a communication plan that describes who to contact, when, what to do, and what not to do.

Alex appreciates everyone's comments about what they find on the field...planes unlocked...planes not tied down OR not tied down properly...anything that presents an unsafe or questionable situation. Remember...Your flight doesn't end until everything is put away secure.

Another reminder...please do not put the oil dip stick on too tight!



Training

Mark Smith

(for Scott Kennedy)


Mark Smith sat in for Scott Kennedy

Congrats!!!

- Tim Hoops completed his pre-solo phase check and soloed
- Aby Singhai completed his pre-solo phase check and soloed

Training Ground Schools

- We just completed a G1000 course last weekend. Next one will be in August. Dates to be determined.
- Two new PVT ground schools are starting, 7/10 and the other 8/1. Both are full.
- We have an instrument ground school that will be starting 8/6, Monday and Thursday evenings, 5:00-7:30pm. **Seats Available.**



Training More Ground Schools

- We are putting the final touches on a “GNS530” course and an “Instrument for Non-Pilots” course that we hope to offer in August.
- “Mountain Seminar” will be held in September
- We are also looking into an “Aviation Weather” course for those of you who need just a little more help in that area.

No teachers to announce yet.

We’re thinking that the weather class will be popular. The class will be geared around Jepp products.

Someone requested that the mountain class be held the latter half of September. A second member agreed in this request.



Training Student Training

- Wake up those lazy feet. Talking about rudder usage or lack thereof.
- Training exercises
 - level attitude cross-control flight
 - draw rectangles & circles with nose of the aircraft
 - variations on the forward slip

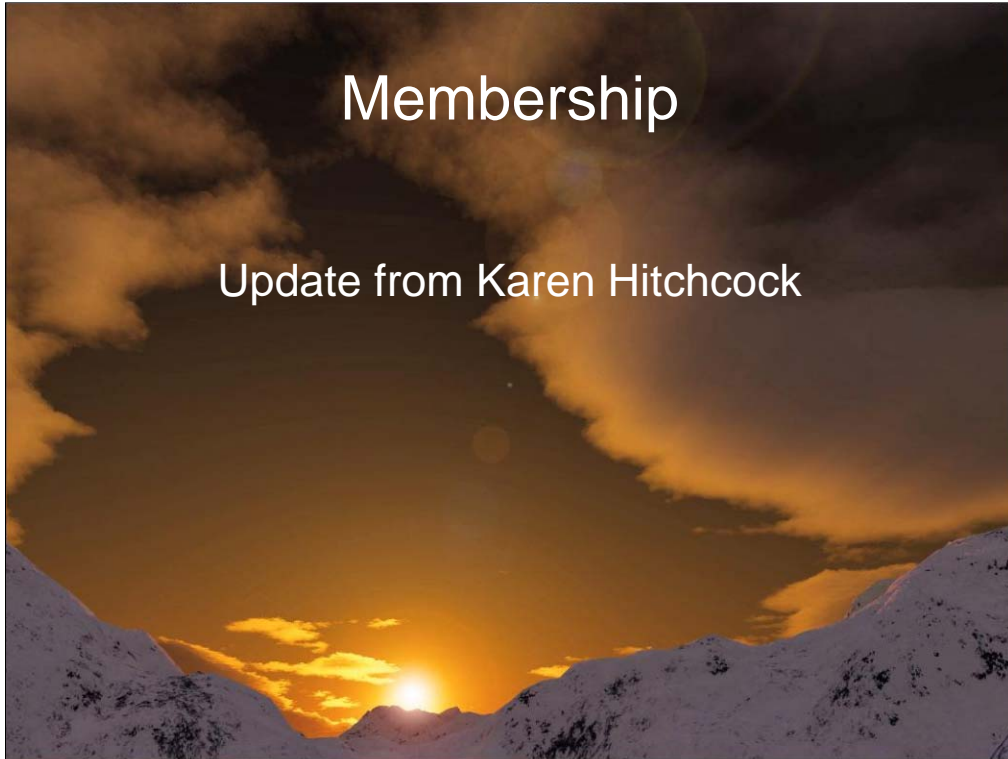


Training Notes for Members

- Please be sure to point the tail away from any planes, cars, etc before starting. We are still seeing people starting the planes in their parking spots.
- Please make sure the JEFA building door closes behind you on the way to the plane or after your flight. Unfortunately, the door is not heavy enough to close on its own.

Membership

Update from Karen Hitchcock

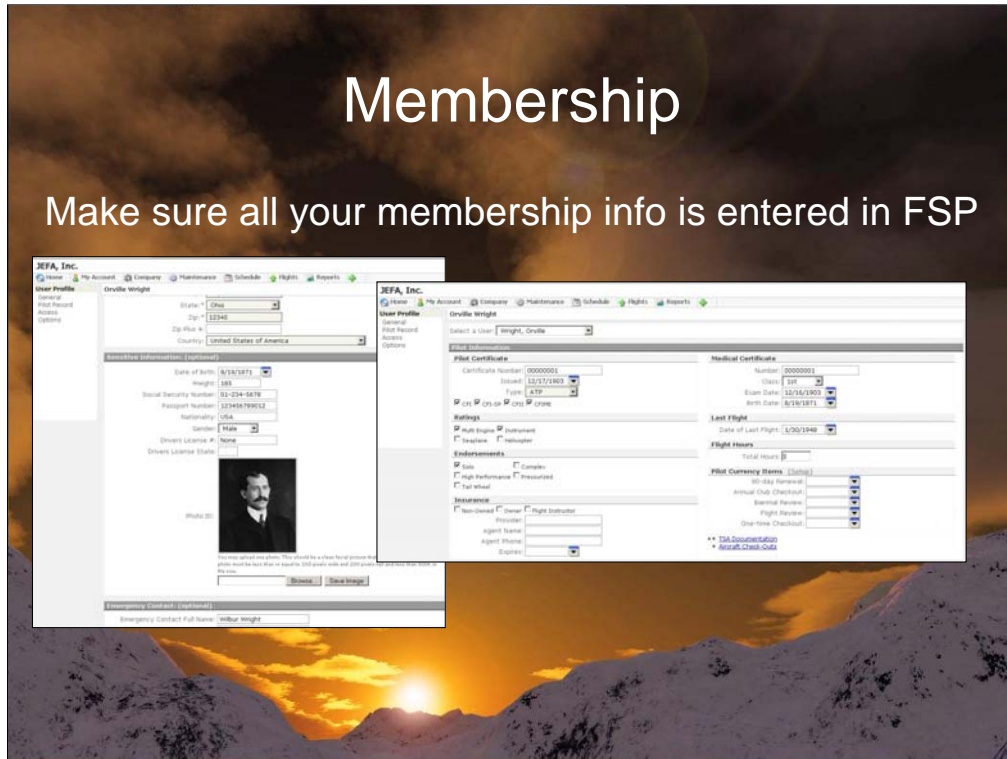


Membership

- 55 active members, of which 18 are students!
- contact Karen Hitchcock for membership info (karen.hitchcock@jeppesen.com)
- we now have membership packets for new JEFA members

Membership

Make sure all your membership info is entered in FSP



If you have any questions about what information you should enter, where you should enter it, or why we're asking for so much information, please contact Karen.

Communication

- **Karen Hitchcock flew the most billable hours in June but...**
- **Mark Van Tine had the most added to his log book due to the Young Eagles and the RMRFI flying.**

Who's going to have the most hours next month?

Communication

- July newsletter is out! It's 1 year since the first issue. What do you think?
- The May Open House was a tremendous success! It helped to add several new members!



Communication



RMRFI and Young Eagles

- Great Success
- Flew 108 Young Eagles
- Organizing a permanent Young Eagles committee.
Contact Charles Rush (charles.rush@jeppesen.com)
if you're interested



Communication



Thanks to the 23 JEFA volunteers!
(2 honorary members)

Aby Singhai

Alex Pufahl

Andy Longbrake

Charles Rush

Chris Jones

Cyndi Rush

David Oscal

Dennis Bodemann

John Sarazen

Karen Harvey

Karen Hitchcock

Mark Smith

Mark Van Tine

Mike Schulte

Nathan Kurth

Nick Newby

Oleg Trotsenko

Randy Trujillo

Robert Brannon

Robert Greenlee

Roger Carlin

Suzanne Chance

Tom Fishpaw

JEFA to create committee for YE programs...

Alex volunteered to be on this committee



Communication



And most of all...

THANKS!!
Ken Shockley

For all your work getting our planes in the air for the event!!!

