



Q4 2022 Newsletter

Note from the President

Tom Letts, President

The holiday season is upon us. This is the time of year that we spend with our friends and relatives enjoying each other's company. Take this time to share the wonders of flying with your friends and family. Take them flying and show them the beauty that this time of year brings.

JEFA has seen a lot of changes this year as well. At the beginning of the year, we had so many students that we actually stopped accepting new members. We have seen several of our members work hard to obtain new certificates and ratings. Our planes have seen a bit of change, as well with N53265 getting a new Aspen E5.

I want to take this time to say thank you to all the JEFA board members who have worked so hard to keep JEFA a fun and safe place to fly. My hat is off to the high level of commitment that each board member has given. With that said, we still need the members help.

We would like to freshen up our website for 2023 and you have the time and skills to help us out we would appreciate it. We would also like to make the website a place to go to see what people are doing. We want you to be able to post pictures of you with your new ratings/certificates or a fun flight you had with family or friends. Let one of the board members know if you are able to help us out with that.

Lastly, I want to say thank you to the board and the members of JEFA. As you know this is my last term as your JEFA president. I have been truly blessed to be around so many wonderful people.

For those of you who I was short to I apologize, I was just trying to let you know the importance of respecting each other as a member of JEFA.

In my tenure I have seen JEFA lose a plane to an accident, buy a new plane (new to JEFA), give our C172 an avionics overhaul, and install LED lights. I have seen many of you excel in your aviation careers thanks to JEFA planes.

My hope is you all keep the "Tom" traditions going by keeping the planes clean and owning up to when you do

something wrong with the planes whether it be a flat spotted tire, dead battery, or breaking the tow bar. Just be honest for the truth will come out sooner or later.

I have some great ideas for bucket list items for 2023 and I am sure some of them will be utilizing the JEFA planes.

Thank you for all of your support while I was president. I am grateful to be handing off the baton to someone that has just as much if not more passion for JEFA. Merry Christmas and happy Hanukkah and happy holidays.

Cheers!

Blue Skies everyone
– Tom

Finance Update

John Pettinger, Treasurer

I am completing my first year as your treasurer and it has been quite an experience for me. I am happy to say that we are ending the year with about the same balances as we began the year, \$49,957.16 in checking and \$51,204.71 in savings.

A few months ago, fuel costs rose to a point where we needed to increase the price of rental. Instead of raising the hourly rate, the board decided to use a surcharge for the additional costs. It allowed us to show why there was a rate increase and allowed us to remove the surcharge if/when fuel costs dropped.

The surcharge will be used in the foreseeable future if/when fuel costs increase.

Zelle is the dominant way for members to pay and it is beneficial for the association and the member. There are no charges assessed when you use Zelle. Credit card is the next popular way to pay. We are currently charging 2% for credit cards, but we are charged 2.9%. After the meeting we will be aligning the credit card charges to what we pay - 2.9%.

Just a reminder, flights are to be paid as soon as the flight is complete. Monthly dues are due by the 15th of every month and the insurance assessment is due May 15th.



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Operations

Adam Yeagle, Director of Operations

As we start to close out the year, it is great to look back at what all has been accomplished at JEFA this year. The aircraft are on center stage for putting in some work this year and keeping our members flying. They have both had their share of ups and downs, but none the less, both aircraft have served all of us for another great year.

N53265 flew 255 hours this year despite being down again for finishing the panel upgrade and getting new wingtips and LED lights. The Aspen E5 completes the panel upgrade and not only fixed the issues we had with the GI275 and ILS approaches, but also replaced both failing attitude and directional gyros. This allowed us to remove the vacuum system as well and help reduce some weight as well as maintenance costs for those systems. We are still waiting for a software update for the Aspen E5 to help correct the vary random restarts. In case the unit does not start up correctly or if there are issues at all with the unit, we advise to turn off the E5 with the switch, let it shut down and then turn the unit back on. This has seemed to correct any issues seen (if you even encounter any during the flight).

N505JF flew 470 hours this year and did take up a lot of the flight time that the C172 could not while it was down. Aside from minor squawks here and there, the DA40 has been a solid performer and continues to provide fun, safe flying. The board has ordered new front seat fabric to replace the aging seats as well as new carpet for the entire aircraft. Since it has not caused any major issues, we decided it was time to refresh the DA40 and make it even nicer for members to fly. This should all hopefully be completed with very little downtime by the end of the year or just shortly after the first of the new year. The engine continues to motor on just fine and reports from our mechanic state the engine is in great shape and needing no attention.

With the winter months coming, please remember good cold weather gear when flying and to preheat the aircraft before the first flight of the day. This not only helps the engine start easier, but also cuts down on engine wear due to the cold temps and thick oil. With

over 700 hours flown this year between both aircraft, we want to keep them flying well into the future and hopefully meet or exceed those hours flown next year.

If you have any questions, issues or just want to say hi, please feel free to reach out to myself or any of the board members and we will be happy to help. Thank you to all our members for a great and busy flying year and I look forward to more flying in the year to come!

Have a Merry Christmas and Happy New Year!

– Adam

Welcome New JEFA Members!

Pavan Kotipalli

Coby Vidakovich

George Mathisen

Otto Kuttner

Jeffrey Allen

Safety Corner – Checklist Usage

Mark Smith, Director of Safety

In this safety article, I'm going to piggy-back off the FAA's ongoing interest in LOC (Loss of Control), specifically in the final approach phase. The FAASTeam put out a short but informative discussion on the concept of the "Stabilized Approach." Click on the PDF icon below to open up the article.

<http://flyjefa.org/wp-content/uploads/Stabilized-Approach.pdf>

Fly safe!

– Mark

JEFA Pre-heater Instructions

Tyler Bachelder, Director of Training

It's that time of year again when we need to warm up the plane before you go fly. Pre-heater instructions are on the following pages.



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JEFA Pre-heater Instructions

General Notes:

Preheating should be done any time the ambient temperature is below freezing (32°F/0°C) and the engine is cold. Pre-heat should also be considered if temps are slightly above freezing in the morning, but engine has cold-soaked overnight.

The fan should always be on when the burner is on. Start fan first and turn fan off last.

1. Unlock pre-heater from the post. Padlock key is found on the airplane key ring.



1

2. Secure battery to heater with rope.



2

3. Connect positive and negative battery cables to jumper cables on the cart.



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4. Turn battery switch to "on" position.

3 3 4



5. Turn gas cylinder on (gas will not begin flowing yet).



5

6. Turn fan switch on (switch is hidden towards the bottom of the fan, below the blower motor).
Confirm fan is audible before moving to the next step.
7. Press and **HOLD** the gas supply button (you should hear gas flowing).



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8. Repeatedly press the igniter until the burner lights (A distinct roar will be heard).

Continue holding gas button (#7) for approx. 30 seconds to warm up thermocouple. When released, burner should remain on.



8 7

9. Place heater hoses into the cowl openings and allow engine to warm while you conduct your preflight.



9



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10. Periodically feel the top of the cowl to check for overheating. It should not be too hot to touch with a bare hand.



10

When done pre-heating:

11. Turn gas off at the cylinder to extinguish the burner.



11

12. Allow fan to run briefly without the burner on to cool the ducting, then turn off the fan switch.



12





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Disconnect battery in reverse order:

13. Turn off battery switch.
14. Disconnect jumper leads.
15. Untie battery from cart.



16. After pre-heating, re-lock heater to the post. Leave the battery in the oil box or return it to the office and plug it in to the charger cord.

If battery is left in the oil box during flight, remember to retrieve and return to the office after your flight!

– Tyler