

PPA Questionnaire from 6/28/05

Questionnaire was sent out on 6/28/05 to all current members of the PPA (12), 6 responded. I've put an e-mail out the balance of the group on 7/28/05.

Why did you join the PPA (To fly, to stay current, to continue the education process, your wife made you, etc.)?

- To get certified
- As an inexpensive way to obtain my Private Pilot rating and any subsequent ratings. As an inexpensive way to fly regularly. As a means of continual education and fellowship.
- To fly a well kept A/C at an affordable price. (no more rentals)
- To fly and stay current
- Cheap Flying - fellowship
- Couldn't fly to the Bahamas with a rental, lower minimums than renting, nicer plane, less expensive than renting.

How long do you plan to remain with PPA?

- As long as it's fun!
- As long as the PPA is solvent and the A/C is well maintained and available.
- Till I couldn't fly anymore
- 10 years or loss of medical.
- ?
- As long as the plane is in good shape, the finances are strong and we are having fun

How many hours per month do you plan to fly? What is stopping you from flying more?

- Approximately (9-10) for certification. Probably (3-6) minimum afterwards.
- I'd like to fly an average of at least 4 hours per month, weather and time permitting.
- 2hrs
- 2 hours, nothing
- 4-8, Money, time, weather and availability
- 2 hours minimum, time constraints.

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Aside from engine replacement when required should PPA plan to upgrade the avionics or airplane? If so, in what way, what type of plane and why?

- The club should try and meet the needs of its members by considering what best addresses their concerns. Additionally planes usually equates to additional monies unless more members can and will help share the load.
- A newer and faster A/C would be nice, but I would be completely satisfied with upgrading our avionics, etc.
- If we upgrade it should a small training A/C like a Cessna 152 (for students and for those who want to just fly without spending a fortune) and a bigger faster A/C like a Cessna 182 (for those who want to go places in a hurry)
- Yes, IFR GPS system, used Cessna Cardinal
- ?
- Plane is great, it would be nice to be faster, more range and more payload, but then the price would be too high. Maybe upgrade to a 182 in a few years, but then we would probably need a 152 for a less expensive alternative.

How big should the club get? # planes? # members? members per plane?

- The size of the club is directly proportional to the needs that it meets. Before jumping into additional plane purchases, there should be a solid base of members that warrants consideration of another plane. Ideally, 20-30 members per planes would meet flying needs and costs.
- I think the club should grow (well planned growth) as much as it's infrastructure can support, however, the previous and possibly even the present infrastructure, organizational and business model needs serious work. There have been serious credibility problems.
- I think the club is fine the way it is
- 2 airplanes, 30 - 40 members. Need growth/business plan.
- no more than 15 per plane
- Depends on the commitment of the club. We could grow to be a big club, but we would need more people to manage the club. I think a couple of different types of planes would be fun, with about 20 members per plane.

Should the club be more formal, less formal?

- The club should have structure without the necessity of considering it formal. Everyone would flies is assuming additional responsibilities for

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themselves and their passengers, so I think we should follow “guidelines” but not wear a coat and tie to do. Realistically speaking, the world has an awful lot of formality and I’m not how much gets accomplished because of it. So, “professionally informal” would be my vote!

- I think the club should be more formal, but it can still keep much of its "small club" feel and amenities, ie weekly lunches, get togethers, etc.
- I like informal
- No change is needed
- Informal
- A little more formal but not too much, we are mostly in it for the fun.

Should we get together more often than Friday lunches, maybe dinners with the wives, etc?

- Weekly luncheons are great but sometimes too much of a good thing is, too much. My schedule does not permit me to meet every Friday so, I would be more in favor of a monthly get-together that incorporate a Friday night dinner with a “meeting” to follow. The format could vary and would not necessarily be just business, but could incorporate safety sessions, weather, etc.
- Periodic get togethers are nice, but it is difficult for some to make them often.
- Getting together and forming a bond is always good
- An occasional dinner with wives would be nice.
- It is disappointing that there is not a greater commitment to gather on Fridays I don't see how you can get people to meet more often.
- I think dinners with the wives would be nice. Maybe an outing at someone house. Keep the club spirit even as or if we get bigger and bigger.

Should the club sponsor events (fly-ins, educational, etc), be involved in more events (fly-ins, air-shows, etc)? Would you volunteer to help?

- Great idea! I think the follow-thru might be difficult. It is really hard just to get 3-4 people to show up to clean the plane so unless there is a strong leadership commitment, which in turn usually brings strong programs that usually result in strong interest and attendance, I think that we would be biting off more than we can chew.
- It would be nice to help sponsor events if economically feasible. I have helped with previous events.
- Getting involved in events is fine except they require a lot of time and work. I'm fine as long as that work is shared by all.

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- Air Fest at Whitted is enough at present.
- Yes
- Depends on the costs. We are a not for profit and costs are just enough to cover the plane and expenses. If we could get sponsors or someone to cover the costs, I'm sure we could get volunteers as well.

Should the club be more involved in the local flying community? Intermingled with other flying groups?

- Again, I'm not sure what this would entail and would probably need more information before saying Yea or Ney.
- Yes, the club should be more involved in the local flying community
- Not sure about that ?
- No.
- Yes
- I think we should be a part of the flying community (like saving Albert Whitted), including other flying clubs. Maybe even on the mailing lists of other clubs and someone might want to join them for a fly-in.

Should we arrange educational meetings/sessions for the club? Should we invite others?

- I think that this is a sure way to get people involved in club activities. However, I think that this should be incorporated into a regular monthly program that begins with fellowship and ends with education.
- Yes. We should arrange periodic safety (and educational) meetings and sessions. Yes, we should invite others.
- Not sure about that ? ether.
- Yes, but just for the club.
- Yes
- Yes, and inviting others is fine if the costs are no more than what it costs for just the club.