



## AVMT Advisory Committee, Spring 2015

**Date:** April 30, 2015

**Called to order:** 2:11 pm

**Adjourned:** 3:35 pm

**Chairperson:** Jim Hernandez, David Ortiz

**Recorder:** Jennifer Woods

**Members present from industry:** Nefi Griego, Eclipse Aerospace; Bruce Jeffcoat, FAA; Marshall Puckett, AVReps International; Luke Matney, Eclipse Aerospace

**Members present from CNM:** John Bronisz, Dean of Applied Technologies; Vardis Gaus, Faculty Chair; James Hernandez, Instructor; David Ortiz, Instructional Technician, Part-time Instructor

**Next scheduled meeting:** Thursday, October 15, 2:00pm

**I. Welcome/Introductions:** David Ortiz called the meeting to order at 2:11 pm. Introductions were made.

**II. Minutes:** Minutes from the fall 2014 meeting were approved as written.

### III. Reports:

- We are working on overhauling the curriculum. Jim, new instructor, is helping out with that.

### IV. Old Business

- We want to teach more electronics, so we will be needing electrical trainers. We also want to hear more from our industry partners, and have them take over these meetings. Marshall Puckett has been asked to take over future meetings. He wants to see a new Avionics program at CNM. There are jobs out there. He will put together industry presentations for the next meeting.
- John Bronisz says Avionics is being considered. We need to know more about what skills are required for an Avionics graduate. Installers are needed in the industry. Wiring skills can be integrated into existing classes.
- Jim said that this will probably have to be an add-on. Electrical skills are a very specific component of this program, and not for everyone. Knowledge of systems is important.
- How many students are enrolled now? We enroll about 25 students per instructor (Now there are 19 in one and 17 in the other class). These cohorts are running parallel. We are seven terms, but with new curriculum, we will bring this down to six terms. New cohort in the fall.
- To add Avionics, we need to assess demand; need to find money to create a new program. We are already at 107 hours for A & P. This is getting close to a Bachelor degree.
- Marshall recommended that we join the Aircraft Electronics Association.
- Student demographics: Some have been in the Air Force, a few are straight out of High School, and some are aircraft owners who want to learn more about their own aircraft. About 75% of the students who come here are excited, the other 25% are here because of their Mom and Dad. Most are in their late twenties, thirties. Second career people.
- Most of our A & P graduates have found jobs. They have had to leave Albuquerque.
- Four of our students got scholarships for a company in Roswell that will hire them for two years while they receive more training. They start at \$19 to \$20 per hour.



- It will take some time to bring more aviation jobs to Albuquerque. Can CNM reach outside of New Mexico for new students? Compared to a lot of other programs like Redstone, CNM is a great deal even for out of state students.
- Eclipse Aviation: Nefi Griego reports that the engineers at Kestrel are developing a new plane that is a composite, not aluminum. Three students were hired before they had their A & P certification.
- Can the oral and practical FAA exams be administered by CNM? Early O and P can be signed off as the students go along in their studies. This makes more sense than waiting till the end of their studies to do all the testing. David thinks we could get our own testing center to do this. Bode, Del Sol and ENMU administer the written exams.
- Jim asked about the three students that Eclipse hired. Luke said that one did not have the skills, so he no longer works there. The other two are doing OK, but one still needs his A & P certification. One is doing well. Jim said that he has redesigned the program so the students can get more experience with certain skills, such as log-book entry. We try to teach the basics right up front.
- Students always postpone testing, because either they are afraid they are not prepared enough, or they just don't know where to go to do it. This is puzzling, because we set up all the information for the students at the start, and bring in people from the FAA who can talk about the testing. Some of the students have not taken the basic ed. classes, like English or Math. It would be great to get an industry person to come in to speak to the students so they will better understand what's expected of them. Drug testing is a standard the students need to understand too.
- Curriculum changes are in the works now. It is a complete rewrite, not a revision.
- Nefi said, a well-rounded education is essential, since students don't know what direction they will go.
- Attendance in class is essential too. With the new curriculum, students will have to be in class every day. If they miss, they have to make up the time. If a student misses 10% of class time, they are out. We need to develop good work ethic and make sure students retain all their skills. For The Title 14, CFR Part 147, they need to put in 1,900 hours for A & P.

## V. New Business

- Jim asked the present members for a committee chairman to take over these meetings. Committee chairman runs the meeting with the help of the recorder (Jennifer). Marshall Puckett, who was invited to these meetings by Lowell Whitten, volunteered to ask more people to come to the next meeting. He will try to bring reps from some new companies who will be able to give presentations, and might be willing to chair the meetings.
- SAMS Academy (at Double Eagle Airport) has approached us to do some dual credit classes.
- There is a Drone Association which was started by a guy who lives here in Abq. Marshall will try to bring him to the next meeting too. He is looking for the aviation industry to do maintenance on drones.
- Next meeting: Thursday, October 15, 2:00pm

**VI. Adjournment:** Adjourned at 3:35 pm