

**To:** jeevacation@gmail.com[jeevacation@gmail.com]  
**From:** [REDACTED]  
**Sent:** Tue 8/10/2010 5:59:00 PM  
**Subject:** Dave, flight times

Jeffrey,

**For 2010, I have Dave flying 56 days in the Gulfstream. plus 3 extra days, doing Boeing recurrent sim days, total 59 days.**.. please advise if you want to reinstate his pay, and at what number?

my current salary is \$180,000 I have asked Rich to refresh my memory to what Dave's pay was after the 10% pay cut. It may have been \$165k

I think Darren has made up our minds for hiring him full time,..I know his love for flying dangerous missions can not be tamed. I don't know whether it's an inability to say no to flying a dangerous mission, or greed.

Some time ago, you asked me if I would let Dave or Darren fly my family or you in a helicopter, I stand by my answer, and would chose Darren.. with passengers on board, Darren is the best. Being a coward as a pilot is an asset, but must be backed up with talent and experience to be a safe pilot.

Two years ago, I let Dave fly me around the pattern in the Bell 407 for practice in St, Thomas, right after Dave completed his S76C++ initial school, the first time around, on final approached, he kept descending, and never brought the helicopter to a hover before landing, I was in the Right seat at the time, we hit the ground and skidded for 10 feet before coming to a stop, I asked him, what was he thinking?, he said, "he forgot he was in the Bell 407, and thought he was going to do a run on landing in the S76". we all make mistakes, some more embarrassing than others, I will only let Dave be my co-pilot in the S76 for some time, and he will be fine doing that..

Sincerely,  
Larry