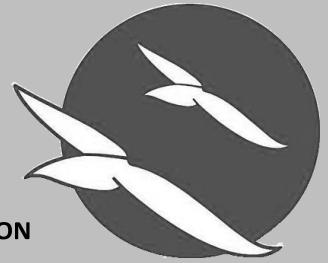


December 2017– ISSUE 1707

# GSLFIA News

THE OFFICIAL PUBLICATION OF THE GREATER ST. LOUIS FLIGHT INSTRUCTORS ASSOCIATION



*“Aviation Professionals Dedicated to Excellence in Flight Instruction”*

GSLFIA News – December 2017 – Issue 1707

## **2018 Flight Instructor Revalidation Clinic and Membership Renewal**

### **The FIRC Is FREE If You Qualify!!**

It's that time of year again to enroll in the 2018 Flight Instructor Revalidation Clinic. Those two years come around quickly. We receive many comments each year from our members on the quality of the GSLFIA FIRCs. Our focus is to make every attempt to provide up-to-date quality training that all instructors need to insure that they are compliant. The FAA has several subject areas and guidelines that we must follow to fulfill standardized FIRC requirements. There are also areas that have flexibility that provide us the ability to add subject matter that we identify as valuable to instructor needs. We have added the free continental breakfast and lunch to help provide you with a more relaxing day and have additional time to renew prior friendships and share instructor experiences.

We are happy to offer flight instructors the opportunity to attend and revalidate **free** at the 2018 Flight Instructor's Revalidation Clinic, Jan. 20-21, 2018. A CFI qualifies for the free rate if he or she did not attend the GSLFIA FIRC in 2016 or 2017. This is a great opportunity for CFI's who have never attended a GSLFIA FIRC or for those now "out of sync" with the January FIRC due to obtaining an additional rating, etc. These instructors can experience the excellent GSLFIA FIRC and get into the January revalidation cycle **free!**

For those who don't qualify for the free FIRC, remember that fees collected from the GSLFIA FIRC represent a direct investment in the community by providing revenue for the Edward Blue CFI Scholarship which provide much needed funding for CFI's to add ratings and advance their careers. To register for the FIRC, or renew your membership, you may refer to the FIRC notification

or the FIRC Registration/Membership Renewal letter and form received with this newsletter. Please return the FIRC Reservation/Membership Renewal form and if appropriate, a check enclosed to: **GSLFIA FIRC 16105 Swingley Ridge Rd. #4488, Chesterfield, MO 63006-4488.**

Keith Mueller President GSLFIA

## **2018 GSLFIA Flight Instructor Refresher Clinic**

The Federal Aviation Regulations outline a number of ways to renew our CFI's. For those of us who don't teach as much as we used to and can't comply with the paragraph that allows us to renew based on check ride pass rate and DON'T want to take another check ride with FAA there's the annual GSLFIA Flight Instructor Refresher Clinic (FIRC). I couldn't pass the checkride today – I never did understand 8's on Pylons and all that FOI stuff the first time around. We have a new venue this year, and it's right next door to Steve Lieber's FBO at KSUS which has hosted us the last two years. Wings of Hope (WOH) has graciously agreed to let us use their facility on 20/21 January 2018. We have to renew our Letter of Authorization every other year and that involves writing a new Training Course Outline. The Advisory Circular (AC 61-83H) requires us to present 8 compulsory modules but allows a couple of new elective modules. So this year to keep things interesting for you we have Greg Pochapsky, a retired USAF and Air Line pilot, who will guide us through the new FAA "Compliance Philosophy" and what it means to us and our students. Jim Stamm, a retired USAF Instructor/Evaluator pilot, will cover one of the NTSB's Top 10 issues for GA – "Loss of Control".

Many years ago we decided to conduct this discussion style FIRC to draw upon the ten's of thousands of instructional hours that the attendees as a group have given rather than to have someone just "lecture at you". I believe that this adds a unique value that other FIRC's don't offer and allows all of us to learn from each other's experience. I know that you can renew with FIRC's that allow you to simply sit

### **2018 GSLFIA Continued.**

In front of your computer in your pajamas and kind of half pay attention to the lecture but with ours, you'll get to interact with other CFI's who just might have the solution to that problem student or just connect with old friends. So, if you haven't taken advantage of one of the longest running FIRC's in the country or you've attended for many years, please contact me and we'll get you enrolled.

Craig O'Mara  
Director GSLFIA  
[Craig.omara747@gmail.com](mailto:Craig.omara747@gmail.com)

### **GSLFIA Election Results**

The GSLFIA 2018 Election of Officers and Board Members results are in. Postings for are listed in the adjacent right column.

### **GSLFIA Office of the Treasurer**

The Office of the Treasurer is currently open. Scott Thompson declined the nomination for the position so it is currently open to the membership. The individual holding the elected position must be a member of the GSLFIA and hold a valid Certified Flight Instructor Certificate. This position is essential to the organization. If you would like to help support the organization please contact us.

### **In Appreciation**

I would like to express a sincere "Thank You" to Carmelo Turdo for his support as the photographer at the annual GSLFIA Aviation Awards Banquet. Carmelo provided the excellent quality photos for the November 2017 Newsletter. Keith Mueller President.

### **Southwestern Illinois College adds Precision Flight Controls DCX Simulator Available for Training**

Southwestern Illinois College recently added a new Precision Flight Controls DCX Flight Simulator to the Collegiate Training Program. The DCX simulator is capable of Analog or Garmin G-1000 Glass Displays. Multiple aircraft including several Cessna and Piper Single and Multi-Engine aircraft displays are available. This unit along with several additional simulators including a Red Bird SD are available for rental. SWIC instructors must be utilized for the training. Contact the coordinator at 618-222-5683.

### **2018 Board of Directors**

#### **Officers**

##### **President**

*Keith Mueller*

##### **Vice-President**

*Dick Horowitz*

##### **Secretary**

*Nick Loftus*

##### **Treasurer**

*Open Position*

#### **Directors**

*Tim Braun*

*John Ladley*

*Craig O'Mara*

*Greg Pochapsky*

*Dan Reed*

*James Stamm*

*David Pogorzelski*

*1 Open Board Member Position*

#### **Lifetime Members**

*Elsworth Fildes*

*Fred Harms*

*Donald Hoffmann*

*James Judge*

*Marty Lansden*

*Edwin Meyer*

*Nathan Silverman*

#### **Webmaster**

*David Masson*

#### **GSLFIA Youth Ambassador**

*Jeff Rapp*

#### **E-Mail**

[kvmueller1991@charter.net](mailto:kvmueller1991@charter.net)

### **Greater St. Louis Flight Instructors Association**

16105 Swingley Ridge Rd. #4488  
Chesterfield, Missouri 63006-4488

## Help Support the GSLFIA with Your Bookstore Purchases

Help Support the GSLFIA with a bookstore donation program.

Gateway Flight Training recently opened two pilot supply locations in the St. Louis Area.

Creve Coeur Airport and the Spirit of St. Louis Airport at Million Air opened their doors with an excellent supply of aviation training materials and publications to support you and your student's needs. Any GSLFIA member purchasing supplies, texts or materials from a Gateway Pilot Supply Facility, will enable Gateway to make a donation to the GSLFIA in his / her name. Just send a copy of your receipt with your name to, info@gatewayflight.com, and the donation will be made to the GSLFIA. Shipping is free for any purchases of \$50.00 or more if shipped to a U.S. address. Help Support Education and the GSLFIA!!!!

## Risk Management, Part two By John Ladley

In the first article in this series I presented some risk management concepts. To review, the series is a response to the "new" emphasis on risk management in the ACS. However, the ACS risk areas are all based on managing risks that are directly associated with the task being taught, or evaluated. I submitted that if we just teach to the ACS areas and stick to only scenario based training on those particular ACS tasks we are still not delivering sufficient education in risk management.

This article will dive into the details that are among the RISK MANAGEMENT CHAIN. There is an evolution of risk factors, and they can start well before or outside of the context of a flight.

### Root cause - where does risk start?

The root cause factors set up situations where risk can start. Again, these are present all of the time, and are there well outside of the context of a flight or lesson.

1. Individual – The attitude of an individual often just is what it is, but it can be an obstacle. We all remember that CFIs need to know their student. A teenager will learn differently from a business person. They will also manage risk differently.

2. Regulatory – We have regulatory deadlines – Currency, medicals, flight reviews, 100 hour inspections, AD's etc., etc. All of these place a permanent persistent level of strain on aviation activities.

3. Financial – Flying is expensive. A student who has financial concerns will be tempted to push ahead past weather, rather than spend money on a hotel stay to allow a front to pass.

4. Civil – It is often said that insurance companies really rule aviation. Insurance paperwork and liability concerns can weigh on a pilot, and can start a chain of events that will require risk management.

### Shaping factors – Start to manage the risk before the flight

These factors come into play well before a flight. These are the risk factors most often talked about prior to a flight, i.e. the IMSAFE / PAVE type risks. However, these can be instilled by root factors, or they can start on their own. There are also factors here that will instill risk in a flight before any intention of a flight:

1. The IMSAFE mnemonic – (Placed here for review)
  - Illness: Do you have current or recent illnesses that could affect flight?
  - Medication: Have you been taking any meds that could impair your ability to fly?
  - Stress: Are you experiencing unusual psychological pressure and/or anxiety?
  - Alcohol: Have you had any alcohol in the last eight hours? Are you hungover?
  - Fatigue: Are you tired and/or not adequately rested?
  - Emotion: Are you emotionally upset about anything?
2. Recent experience– When have you flown and is your recent experience up to the challenge of the upcoming flight? We apply this to instrument flying all of the time, but it is applicable to all other flights
3. Aircraft – Is the aircraft up to the mission? This is where weight and balance, fuel, navigation, and other risks appear. As part of the risk chain, deliberately make sure the aircraft matches the mission.

### Immediate factors – Risk management DURING the flight

The last link in the risk chain is the obvious one, and the one the ACS addresses more thoroughly – the

**Risk Management Cont.**

actual preparing for the flight and DURING the flight. These need to be understood, and the student needs to understand how to develop a response to any risks that could arise. These have all been talked about in aviation literature to the point I am embarrassed to write about it, so here they are by way of review:

1. Pilot – As the flight proceeds, is the pilot still able to respond to the planned flight as well as unplanned events?
2. Airplane – Same for the airplane – is it running the way it should be? (I teach advanced students to turn on the autopilot, grab the POH , and figure out if actual performance is near book performance)
3. Weather - Is the weather presenting additional risks? i.e. are any (and I mean ANY) weather conditions different than we were anticipating? For IFR / VFR – If conditions are changing, are we up to the new situation?
4. Passengers – Often overlooked, but your passengers can create risk, from getting sick to even interfering with the flight.

Remember that risk factors are accumulative. To teach risk management (which is different than addressing risks) means accelerating a learning curve from rote learning to correlated wisdom – so the next article will review a process for thinking through how to mitigate risk at each of the stages in the risk chain.

**Have Students that are Challenged by Radio Communications?**

Most students are intimidated by radio communications. Instructors, you might want to explore two excellent manuals that are available to assist in this process.

ASA publishes a VFR Edition titled "Aviation Radio Communication Made Easy". The author is Hugh C. Ward Jr. ISBN 978-56027-584-8.

The second publication is very new and just recently available. The manual is titled "VFR Communications, A Pilot-Friendly Manual". The manual is published through Pilot Workshops and available through almost all aviation supply facilities. Both manuals are excellent and help remove the tension from radio communications. Keith Mueller

**Tech Questions? Ask the GSLFIA**

Ask the GSLFIA! If you have an aviation area related technical question and need an answer, we are your resource. Don't hesitate to contact us with questions related to Air Traffic Control procedures, TRACOM or local Air Traffic Control Towers, VFR and IFR routing, Airport Operations, Designated Pilot Examiner questions, Airmen Certification Standards etc. We are here to be your resource. Questions can be directed to our email address or contact one of our board members.

**Winter Operations, Take Time to Preheat**

Welcome to winter! Along with the colder temperatures comes the unwelcomed process of having to preheat aircraft before engine starts and clearing aircraft surfaces of possible frozen precip. Proper preheating is a frequent short cut that many pilots don't give adequate attention.

Cold soaked engine components and congeiled engine lubrication is a major enemy of proper aircraft maintenance on the part of the pilot. Attempting to start an aircraft engine without preheating can cause significant engine wear due to lack of lubrication. Actually, more wear can be generated in the first 30 seconds of operation than what will normally occur in the next hour of normal operation without proper preheat.

My personal rule as an A&P and ATP is to never attempt to start a cold soaked engine when outside temperatures are below freezing. My preference is to utilize preheat when temperatures are below 40F. All aircraft engine manufacturers address this subject. A good general rule is to follow the manufacture's recommendations which can significantly extend the life of the engine and insure proper lubrication. Once the engine is started, avoid any additional power applications until the engine has had adequate time to warm surfaces and support normal lubrication capability.

However, some days it just makes more sense to stay at home! Keith Mueller





