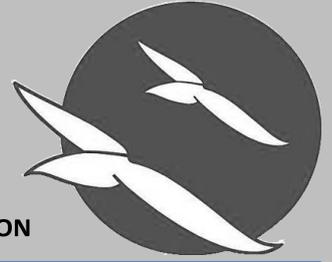


GSLFIA News

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



“Aviation Professionals Dedicated to Excellence in Flight Instruction”

ANNUAL FIRC

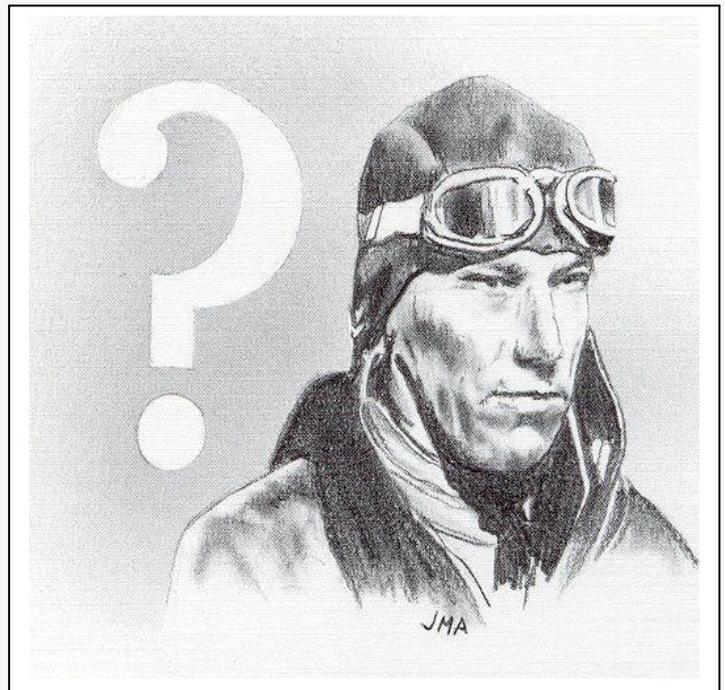
January 21st and 22nd completed the 47th annual FIRC by the Greater St. Louis Flight Instructor Association. The FIRC was a great success with a total of 31 in attendance. We want to thank all of the participants who attended and we sincerely appreciate the many great comments that we received from those who attended. We also want to thank the local FSDO office providing their support working the renewal applications for those who attended. It was great to hear from several instructors that this was the best FIRC they have ever attended. As we prepare for next year, we are changing our venue slightly due to FAA requirements. Of the subjects taught all but two are required by the FAA. We have the ability to add two subjects of our choice that we feel are relevant to instructor training needs. If you have an item that you would like to see added to the 2018 and 2019 FIRC's please contact the GSLFIA. We are here to serve you our members and want to *be your resource promoting excellence in Flight Instruction*. Please promote the GSLFIA FIRC to anyone in need of a CFI refresher course in early 2018. Fly Safe!!!!



GSLFIA 1st Trivia Night

Please patronize the first annual Trivial night on March 25th 2017 starting at 6:00pm. The event will be held at the Helicopters Incorporated facility at 18370 Wings of Hope Blvd on the Spirit of St. Louis Airport. Proceeds will benefit the Wings of Hope Organization, Women in Aviation and the Greater St. Louis Flight Instructor Association. Tickets are \$25.00 each or \$200.00 per table. Contact Nick Loftus for tickets.

nickloftus@gmail.com



GSLFIA Trivia Night 25 March 2017 at 6:00PM

\$25.00 Per Person or \$200.00 Per table

Spirit of St. Louis Airport 18370 Wing of Hope Blvd
Proceeds benefit Wings of Hope, Women in Aviation
and the Greater St. Louis Flight Instructor Association



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2017 Membership Renewal

Last Chance Before Publishing the 2017 Pocket Directory

Time is passing so fast and Spring will be here fairly soon. It is probably a slip, but some of our members have forgotten to renew their GSLFIA membership for 2017. This is easy to do in this fast-paced world we live in. However, we should not forget the benefits received by you personally, the area flight instructors and the aviation community in general.

In January we completed our 47th Flight Instructor Revalidation Clinic. The FIRC is a direct benefit to the area instructors combined with the generosity of our members makes our scholarship program, the *Edward A. Blue Flight Instructor Scholarship Award*, possible. Besides the FIRC, we present the Annual Awards Banquet and the GSLFIA FORUM series to increase knowledge and safety for STL area GA pilots. You can be part of one of the most active and all around best flight instructor's organizations in the nation.

If you have not renewed your membership for 2017, you will receive a membership renewal form by US mail. If you received this newsletter by US mail the renewal form is included. If you received this newsletter by email you will receive the renewal form by US mail within a day or two. *Time is short, this is the last chance to renew in time to appear in the 2017 Pocket Directory* which will be prepared for printing later this month. Please do not delay, as soon as you receive your membership renewal form, please mail the renewal form and a \$20 check to: GSLFIA Membership Renewal, 16105 Swingley Ridge Rd. #4488, Chesterfield, MO 63006-4488.

Any one that attended the FIRC also received a 2017 membership in the association. Thank you for supporting the GSLFIA association.

GSLFIA Membership Drive

The GSLFIA is currently promoting a membership drive to help expand the organization and generate additional services to the Professional Flight Instructor and aviation community. Over the past two years we have substantially increased the number of service events to our membership and the aviation community. During 2016 we provided more than ten airport seminars and meetings to promote flight instructor and pilot knowledge in many areas. Six seminars were focused on the new certification requirements for Private Pilots and the Instrument rating when the Airmen certification Standards became effective on June 15, 2016. Additional seminars included, Aircraft Upset, Ask a Mechanic, All about ADS-B, The annual FAA Super Safety Seminar, Tours of FAA ATC facilities and more.

Please support the GSLFIA organization and help promote the membership. Mentor a fellow CFI to become a member in 2017.

Help Support the GSLFIA with Your Bookstore Purchases

Instructors and Pilots take note!!!!

You can also help support the GSLFIA through an area bookstore donation program. When it's time to shop for aviation related materials and supplies, please consider your purchase from the recent opening of a nearby aviation bookstore.

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 the needs of you and your student's. Any Greater St. Louis Flight Instructor Association member who purchases Supplies, Texts or Materials from a Gateway Pilot Supply Facility, Gateway will make a donation to the GSLFIA Grant Fund in their 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!!!!

“Mentoring Our Youth”

2017 was “kicked-off” with a bang! Lots of planning was done for the two STEM Conferences for Missouri and Illinois teachers (K-12). The Missouri conference occurred on 2/14, for 90 teachers representing 45 Missouri school districts. While it covered many STEM topics, the morning session focused on aviation. GSLFIA, along with SWIC, and the Air & Space Museum had a large display. We offered educational insight via personal discussions, the FAA, NASA, Women with Wings, etc.

Individual contacts were made and/or received from every school district. Each had representatives, with whom I corresponded (via email). I shared the role of GSLFIA, while describing other offerings from EAA's “Young Eagles” program & various NASA Aeronautics resources (via the internet).

Through these contacts, I learned that two school districts (Hazelwood & Kirkwood) already began working with Parks College Department of Aviation Science and the PLTW (Project Lead the Way) program (www.PLTW.org). For GSLFIA, this affords more opportunities to partner/work with them in the future.

The Illinois Conference (4/25) will be a full-day adventure at Mid-America airport. Advertised as “Aviation Day”, this conference expects about 160 teachers from 13 different Illinois counties. Two planning meetings were held, to coordinate activities by GSLFIA and about 16 other aviation organizations. The goals are the sharing awareness of aviation education opportunities similar to the STEM Fair on 2/14 but on a larger scale. Dr. Kelly Remijan, the event coordinator, is working with our local aviation organizations + the director of AOPA's “High School Initiative” program.

From both conferences, we expect subsequent activities for the students. These two events are just a beginning. Each focuses on teacher needs. We hope that future curriculum planning will support development efforts for the K-12 community.

Between these two STEM sessions, will be another offering at Mid-America airport on 2/28. This day will

Mentoring Our Youth Cont

promote WTS (Women in transportation) with STEM topics, to foster student career ideas within the aviation field. It will host 45 8th grade girls from Hawthorn Leadership School (a public all-girls STEM school in St. Louis). GSLFIA will be represented, and will include a panel of women in the aviation industry (from both Scott Air Force Base and private business).

With these STEM events, we continue to be encouraged. Our focus is to reach the younger students, by describing numerous opportunities for aviation careers. In my opinion, that begins at the middle-school level. This should scale-up to the high school students. We know this education begins prior to college. Therefore, we'll continue to encourage these schools to coordinate between the teachers and counselors.

I'm excited about our progress! We're very encouraged to participate in these conferences in the Greater St. Louis area. GSLFIA is quickly becoming an educational resource for aviation in the St. Louis and Metro East area.

If you are interested in helping with this excellent program, please contact the GSLFIA and help mentor America's Youth about career opportunities in Aviation

Jeff Rapp Associate member of the the GSLFIA.

Maneuvering During Slow Flight in an Airplane

As instructors we need to maintain our level of expertise which includes awareness of changes that are made by the Federal Aviation Administration and organizations that regulate our industry. The FAA has made recent changes to a critical flight operation that pilots seeking Private Pilot certification must perform to the required standards set forth in the Airmen Certification Standards.

Reference SAFO (Safety Alert for Operators) 16010 dated 30 August 2016 issued by the Federal Aviation Administration describes the correct procedure that must be followed when performing the Maneuvering During Slow Flight In an Airplane. This requirement is reflected in June 15th 2016 FAA-S-ASC-6 publication of the Airmen Certification Standards. The revised evaluation standard states:

Establish and maintain an airspeed, approximately 5-10 knots above the 1G stall speed, at which the airplane is capable of maintaining controlled flight without activating a stall warning horn.

The background behind this standard as stated in SAFO 16010 recognizes a history of loss of control in flight as a leading cause of General Aviation accidents within the U.S. As a result, the National Transportation Safety Board has listed the prevention of loss of control in flight of general aviation on its Most Wanted List of Safety Improvements for 2016.

The SAFO 16010 Document is available on the GSLFIA association website and can be referenced in entirety to better provide the information and background as published by the Department of Transportation regarding this subject.

Please review this document and discuss with your flight and ground students to insure their awareness of the current requirements and proper procedures.

Safety and Excellence in aviation training is our goal.

Keith Mueller President GSLFIA.

Fly Safe!!!!

Preflight Procedures/Requirements

Before a student can solo she/he must meet the requirements as stated in FAR 61.87. When the student arrives at the airport to the point in time when he has hangared or tied down the aircraft to go home, safety is/should be the primary focus of the pilots actions. With safety as the primary consideration for a successful flight the following will only cover what a student must verify is accurate and complete and what should be evaluated prior to each flight. At a minimum instructors should be teaching the following to their students.

1. Determine Aircraft Annual Inspection is complete and not past due.
2. Determine Airworthiness Directives (AD's) are complete and not past due.

How to verify AD compliance for aircraft

1. Get the Aircraft logbook, Propeller Logbook and Engine Logbook. Usually the logbooks and other aircraft documentation file has a list of ADs. The AD list will contain the AD's identifying numbers, a brief description of each AD, if it is recurring, date of inspection or maintenance complied with and next due date.
2. Verify the Model and Serial Numbers of the Aircraft, Engine, and Propeller match what is in the logbooks.
3. Go to the FAA's website www.faa.gov, click on airworthiness directives on the right hand side.
4. Find the AD list for the appropriate aircraft, engine and propeller.
5. Ensure all FAA ADs associated with the aircraft , engine and propeller have a disposition.
6. Ensure all recurring ADs are noted in the appropriate logbook.
7. All applicable ADs should have a note in the logbooks.
8. "Not Applicable" ADs are usually not noted in logbooks.

It should also be noted that an authorized inspector (AI) takes responsibility for ensuring AD compliance when he signs the annual. This simple answer could work for ADs prior to the annual. Some Examiners may consider this enough evidence, but you should be prepared to explain more detailed compliance.

3. Determine Engine Annual inspection is complete and not past due. 91.409
4. Determine Propeller Annual inspection is complete and not past due. 91.409
5. Determine 100 hour Inspection is complete and not past due. 91.409
6. Determine Emergency Locator Transmitter (ELT) inspection complete and not past due.(91.207(d))
 - (d) Each emergency locator transmitter required by paragraph (a) of this section must be inspected within 12 calendar months after the last inspection for— (1) Proper installation;
 - (2) Battery corrosion;
 - (3) Operation of the controls and crash sensor; and
 - (4) The presence of a sufficient signal radiated from its antenna.
 - (e) Notwithstanding paragraph (a) of this section, a person may—
 - (1) Ferry a newly acquired airplane from the place where possession of it was taken to a place where the emergency locator transmitter is to be installed; and
 - (2) Ferry an airplane with an inoperative emergency locator transmitter from a place where repairs or replacements cannot be made to a place where they can be made.
7. Battery Inspections complete and not past due. (91.207(c))
 - (c) Batteries used in the emergency locator transmitters required by paragraphs (a) and (b) of this section must be replaced (or recharged, if the batteries are rechargeable)—
 - (1) When the transmitter has been in use for more than 1 cumulative hour; or

Preflight Continued

- (2) When 50 percent of their useful life (or, for rechargeable batteries, 50 percent of their useful life of charge) has expired, as established by the transmitter manufacturer under its approval. The new expiration date for replacing (or recharging) the battery must be legibly marked on the outside of the transmitter and entered in the aircraft maintenance record. Paragraph (c)(2) of this section does not apply to batteries (such as water-activated batteries) that are essentially unaffected during probable storage intervals.
8. Determine ATC Transponder Inspection is complete and not past due. (91.413(a))

No persons may use an ATC transponder that is specified in 91.215(a), 121.345(c), or §135.143(c) of this chapter unless, within the preceding 24 calendar months, the ATC transponder has been tested and inspected and found to comply with appendix F of part 43 of this chapter;

9. Determine Pitot - Static System tests and inspections complete and not past due. (91.411(a)(1))(a)

No person may operate an airplane, or helicopter, in controlled airspace under IFR unless—

1. Within the preceding 24 calendar months, each static pressure system, each altimeter instrument, and each automatic pressure altitude reporting system has been tested and inspected and found to comply with appendices

E and F of part 43 of this chapter

- 10 Determine Student 90 Day Logbook Endorsement is not past due and is in student's personal possession for immediate presentation when requested.

- 11 Determine Student Pilot Certificate is endorsed and is in student's personal possession for immediate presentation when requested.

- 12 Valid Driver's License/Photo ID

- 13 Aeronautical Decision Making - Risk Management - Situational Awareness - Task Management

Evaluate the 4 fundamental risk elements (Pilot, Aircraft, Environment, Operation) of the flight. or P.A.V.E. (Pilot, Aircraft, EnVironment, External Pressures)

Pilot - Preflight Yourself (You the Pilot) using I. M. S.A.F.E.

- Are you experiencing **illness**/sickness
- Are you on any **MEDICATION**
- Are you **STRESSED** about anything
- Have you had any **ALCOHOL** in the past 8-24 hours.
- Are you **FATIGUED**.
- **EATING** - Are you nourished.

Aircraft - Performance, Limitations, Airworthiness

Determine Fuel tanks are full with 100LL (Blue) or Higher Octane fuel.

Complete a Weight and Balance at takeoff weight and landing weight.

Determine headwind and crosswind components are within noted endorsing CFI limitations.

Determine Runway lengths at airports of intended use.

Determine all elements of takeoff and landing distance data and performance at all airports of intended use. Know aircraft's airspeeds and procedures for Normal and Emergency operation.

Properly and completely preflight the aircraft.

Know aircraft's control surface positions while taxiing in various wind conditions.

Follow proper techniques per the AIM for taxiing and to avoid runway incursions at airports.

Always use the checklist for all phases of aircraft operation.

Environment - Weather, airport conditions and services, ATC services, etc.

Obtain a Weather Briefing from Flight Service Station or FAA approved Website.

Preflight Continued

Check for Notices to Airmen (NOTAMs) for route of flight, all airports of intended use and alternate routes and airports. Check for Temporary Flight Restrictions (TFRs).

Operations - Purpose of flight can determine a "Go/No Go" decision.

Current Manuals

If we are to teach our students the latest procedures and most current information we need to keep our professional library stocked with the most current literature. Your GSLFIA will provide you with the latest updates to FAA publications that are available at the time of publication of our newsletter so that we can all make sure that we are teaching from the same "sheet of music". So, as of 1 February 2017 here are the latest editions of various FAA information sources:

"Pilot's Handbook of Aeronautical Knowledge"	FAA-H-8083-25B	2016
"Airplane Flying Handbook"	FAA-H-8083-3B	2016
"Aviation Instructor's Handbook"	FAA-H-8083-9A	2008
"Instrument Procedures Handbook"	FAA-H-8083-16	2016
"Weight and Balance Handbook"	FAA-H-8083-1B	2016
"Aeronautical Information Manual" Changes 1,2	11/102016	
"Airman Certification Standards - Private Pilot"	FAA-S-ACS-6	6/15/2016
"Airman Certification Standards - Instrument"	FAA-S-ACS-8	6/15/2016
"Advanced Avionics Handbook"	FAA-H-6	2009
"Rotorcraft Flying Handbook"	FAA-H-8083-21A	2012
"Gyroplane Flying Handbook"	FAA-H-8083-21	2000
"Glider Flying Handbook"	FAA-H-808313A	9/13/2013
"Glider FH Errata sheet"		5/11/2015
"Conducting an Effective Flight Review"	Revision 160119 V.1.3	
"IPC Guidance"	Version 1.1	March 2010
"Aviation Weather Services"	AC 00-45H	11/14/2016
"TERPS"	8260.3C	3/14/2016

As always, please consult the latest FAA.gov website for changes and don't hesitate to let me know if I have any of the information listed incorrectly.

Craig O'Mara
 Director GSLFIA
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 618-558-7211

Technical Notes – Ask the GSLFIA

The question for this issue was submitted by a St. Louis based pilot:

Condition:

An aircraft inbound to STL suffers a loss of communication while on a published arrival. The original clearance was "cleared to the St. Louis airport via ... " and later "... the KAYLA ONE arrival".

Question:

When the aircraft reaches the end of the arrival, i.e. STANN or FLUDD, should the flight proceed to the KSTL waypoint and then to the IAF for the approach in use or should the aircraft proceed from over STANN or FLUDD directly to the IAF? Where would the controller expect the aircraft to hold awaiting the EFC, if issued?

STL TRACON Response:

"As an example, let's say an aircraft is cleared to KSTL, and the route includes the KAYLA1 STAR. The clearance limit would still be KSTL airport, which they would have received in initial clearance from departure airport. As an aside, we stressed this a few months back as part of the controllers ASAP program, that the phrase "cleared TO" can be a big deal. For instance, if I'm vectoring someone to final, and I tell them "cleared TO EXALE" as opposed to "cleared DIRECT EXALE," these mean two completely different things and I have just changed their clearance limit, while it may be a minor play on words to an unsuspecting controller. The pilots shouldn't be hearing things like "cleared TO" in conjunction with RNAV STAR's or Descend Via clearances.

Anyways, back to the original question. Crew is now told by Kansas City Center to "descend via the KAYLA1 arrival, runway 30 transition." Once they check on with St. Louis Approach, they would be told to expect vectors to ILS 30R. Now the crew experiences a NORDO situation while still descending via. Based on what I see, if it's VMC then, obviously, land VFR in VMC conditions. But let's assume it's IMC. First, they fly their last assigned route, which would still be the KAYLA1. The nice thing about this procedure/route is that the lateral route and altitude restrictions help keep your aircraft away from other traffic, so in those initial couple of minutes of going NORDO, there shouldn't be too much of an immediate problem reference other controller's positions.

Once the aircraft has reached the end of the STAR at FLUDD, they are expected to fly a 123 HDG and wait for vectors. It's at this point that I would consider the aircraft's "route state" to be on vectors/radar vectors, since the heading is essentially that. Which means they should go direct "fix, route, or airway," and I agree it would be direct the IAF (in this case, TYRSH). Altitude wise, in this case, it's pretty straight forward, since FLUDD is 5000 and TYRSH MEA is also 5000. If you had been descended to 3000 or 4000 on downwind, then went NORDO, it's my [TRACON's] opinion you'd climb back to 5000 direct TYRSH, since that 5000 MEA is higher than last assigned altitude.

I know the holding part of this in reference to ETA at the airport., causes a lot of discussion and angst. ATC doesn't know what an aircraft's filed ETA is, so we wouldn't know if you were early or late on this. This is just a difference of doing what the book says vs. what's better to do in real-

life. Obviously, squawking 7700 instead of 7600 at this point gives you the emergency latitude to just shoot the approach and get on the ground, and can disregard all of the time mumbo-jumbo.

So, in answer to your questions. It looks to me like you finish the STAR, then head for the IAF. If you're already on vectors, then head for the IAF. Unless you've been put into holding, the clearance limit should still be the KSTL airport. Once at the IAF, pilot should decide if they want to hold on the LOC (or published hold, if there is one) until ETA, or just declare emergency, shoot the approach, and land.

It's hard to say what the controller will expect the crew to do, since our controllers have such a wide variety of backgrounds. Some are current/former pilots who know the rules very well. Others have never flown before so they may not be familiar with what FAR's say. This is a good instance where as long as the pilots know their rules, they follow those, and just keep a careful eye out on TCAS for any traffic.”

“These circumstances rarely arise, and it’s great to refresh pilots on what the FARs state so that ATC and aircrews are on the same page. We would expect the aircraft to fly the STAR and commence the instrument approach at the IAF for the runway that they were assigned, Aircraft should squawk 7600 once communications are lost, and another point I’d like to emphasize here is to ensure pilots are monitoring 121.5 in any circumstance that communications are lost. This is one of the first resources that us as controllers use to re-establish communications, as most of the time an incorrect frequency was input by the flight crew.”

Our thanks to the STL TRACON for taking the time answer this question.

To our members:

Please take the time to submit your questions to the GSLFSI. We’ll make every attempt to get you an answer in a timely fashion.