



“Aviation Professionals Dedicated to Excellence in Flight Instruction”

Flight Instructor Shortages

The flight Instructor shortage is seriously beginning to impact aviation. The new nationwide calling is for more instructors. Last year FAA reports indicated that we will need a minimum of 12,000 new instructors through 2036 to staff the needs of the industry. Current projections indicate that we will not come close to producing these numbers. Many pilots in training today are also attempting to find ways to circumvent the instructor rating to build flight time to reach airline time requirements.



Current indications show that of the approximate 96,000 rated Certified Flight Instructors, only about 20% are active and actively engaged in flight training. Many have abandoned the role of an active instructor due to liability issues associated with the profession. This potentially leaves many of our most experienced instructors idle and not contributing to the education of our future aviation professionals.

Overall, the need for instructors is beginning to outpace the need for pilots. With the pilot shortage just beginning to impact the aviation industry, where will we be in a few years? The GSLFIA conducted an area survey of training organizations and heard the same calling. A review of area training organization CFI needs are listed on page 7.

More on the Pilot Shortage

Like everyone else, we are constantly hearing about the pilot shortages. Most aviation related magazines and periodicals identify where we are both globally and as a nation in this today. Organizations such as the AOPA and many industry partners have launched aggressive programs toward youth introducing a career in aviation. Adults are also now targeted by media showing opportunities for career changes. To meet needs, 87 qualified pilots are needed daily.



If you look at the world numbers, the expansion of aviation is staggering. In 2016, the worldwide passenger count was 3.4 billion. Go back a short time in history, in 1970 the number was 310 million, in 2000 it jumped to 1.6 billion. The FAA predicted in 2012 when the U.S. passenger count reached 770 million, by 2025 1 billion domestic passengers would travel by air in the U.S. Last year, the U.S. numbers reached 965 million, well ahead of the projected schedule.



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**Greater St. Louis Flight Instructors
Association**

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A Sincere "Congratulations and Thank You" to Nick Loftus

GSLFIA's Nick Loftus is moving on to the FAA from his positions as Chief Flight Instructor at St. Charles Flying Service, Assistant Chief Instructor for the GSLFIA FIRC, longtime FIRC presenter and all around really great guy. As of the beginning of April, Nick begins a position as an Aviation Safety Inspector with the Springfield, Illinois FSDO. Nick has been an Award winning CFI in the STL area, a longtime Director with GSLFIA and a friend to all in the GA community in St. Louis. Nick has trained many pilots in his position at SET and has been an invaluable asset to the annual GSLFIA FIRC and I consider him a very good friend of mine.

Although we are all going to miss him, I'm certain that we'll still have opportunities to see Nick at our FIRC and the many seminars in the area. Thank you Nick for all of the wonderful things that you've done for so many people in our community. Keep in touch!

Craig O'Mara

Director GSLFIA

craig.omara747@gmail.com

618-558-7211

FIRC Assistant Chief Instructor Wanted

Since we've had to say goodbye to, Nick Loftus, the best Assistant Chief Instructor that the GSLFIA FIRC has ever had, we are in need of someone to fill his shoes. If you have a desire to help your fellow CFI, might want to make a presentation or two for the FIRC (although not required!), would like to help write the FIRC Training Course Outline every other year, and help to run the FIRC every year - I have a great job for you! I've been helping with the FIRC for the last 5 or 6 years and I still like doing it! You get a strong sense of really making a difference with our STL area CFI's. You get to stay connected with all of your fellow CFI's, learn from a lot of really talented presenters, and keep up with the latest information in the world of Flight Instruction. Finally on top of that it's long hours with NO pay. Just kidding about the long hour's thing. We really don't do much of

FIRC Assistant Chief Instructor Wanted Continued

anything until just the occasional letter needs to be written or to help with the TCO until a month or so prior to the FIRC when we have a few more tasks to accomplish in preparation for the FIRC. So, if any of that sounds good to you, I really would love to hear from you (I really do need the help!). Thanks and not everyone at the same time please!

Craig O'Mara
 FIRC Chief Instructor
 Director GSLFIA
 618-558-721
Craig.omara747@gmail.com

Southwestern Illinois College adds a B-200 King Air Program to Simulator Fleet



Southwestern Illinois College recently added a King Air B-200 training program to its simulator training program. The unit is classified as an Advanced Aviation Training Device (AATD) manufactured by Precision Flight Controls. Both Analog and G-1000 panels are available for training. The AATD supports the SWIC training program by providing students with the ability to learn advanced aircraft systems and automation in a turboprop environment. The unit is available to area pilots on a availability basis. All Training must be accomplished by a SWIC Flight Instructor.

SWIC will also have an Embrarer 145 Aircraft Systems course available for the Fall semester. This course is designed to introduce FAR Part 25 Category Aircraft Systems Training for pilots focused on an airline career.

What GA Pilots Can Learn from the Air Lines

The Part 121 Passenger Air Lines are experiencing the safest period in their history - no passenger has died since February of 2009 when a Colgan Airways airliner crashed on approach to Buffalo, New York. Why is this? What do they do differently from General Aviation Pilots? What can we do to emulate this record and teach our students to do the same?

So, what are the major differences between Part 121 pilots and us GA pilots (after all, a large number of them came from our ranks!). There are actually a number of differences in various things like their qualifications when they get hired. Typically, a new hire has thousands of hours (although that was sometimes just hundreds of hours prior to the Colgan crash and the increased flight time requirements that came out of that crash), most of the pilot certificates that are available (ATP, etc.) and years of experience in a number of types of operations. Their initial training involves a couple of months of indoctrination training (Indoc) in their company policies and procedures, ground training in the aircraft. This is followed by several weeks of simulator training involving a Validation (read check ride!) of the various maneuvers that they practiced, a Line Oriented Evaluation (another check ride!) that simulates a flight from here to there with quite a few "situations" thrown in for the students to solve. Then followed by several weeks of "Initial Operating Experience" (IOE) where the newly minted pilot flies with an experienced Check Airman (like yours truly) on regularly schedule passenger flights.

When the new pilots are "OK'd for Solo" by the Check Airman they are now fully qualified and start flying in very well equipped aircraft. Autopilots, Auto Throttles, Auto Brakes, Autoland, Flight Management Systems (FMS), multiple systems backups, etc., are standard equipment with at least one other flight crew member. On flights over 12 hours on our 787 aircraft, over the same routes at the same times, with the same approaches, we have 4 pilots on

What GA Pilots Can Learn from the Air Lines (Continued)

board. You might have determined, airline flying might even be considered somewhat routine - which is a GOOD thing - I hate surprises!

During his / her career the airline pilot experiences continuous training with a simulator check at least every 9 months, periodic ground training in various subjects (I just finished several hours of our new "Upset Prevention and Recovery Strategy training) and numerous bulletins and periodicals that we are required to read to stay current on the latest company and aircraft opening changes. Another big difference is that flying is our JOB - we have few other distractions from "traditional" jobs as most GA pilots have.

So what can we GA pilots take away from this to make our flying approach the airline safety record? First of all, we can make ourselves as qualified as our wallet will allow - get that Commercial certificate, maybe an Instrument rating or Multi-Engine rating on your certificate. Get some of the ratings that will also make you a better pilot. These are a lot of fun to pursue. Join the St. Louis Soaring Association and learn to fly Sailplanes in Highland; Learn to fly Sea planes at St. Charles Flying Service; Gyroplanes with Greg Gremminger or Helicopters at CPS. Get that that tailwheel endorsement and some Aerobatic training with Jim Heinz or me. Get involved with the Commemorative Air Force at SET. Join your local EAA chapter. There are loads of opportunities to take advantage of in the STL area. Every time that you fly something else and with someone else you will probably learn something new and become a more proficient and safer pilot. Find the best training that you can and strive for perfection in every course that you take.

I believe that one of the more important ways that you can become a safer, more proficient pilot is to establish a Personal Training Plan (I have one - that I usually try

Training Plan (I have one - that I usually try to stick to!). The plan should have an academic component - January, read your POH/AFM, February, read the AIM (that always takes me several months), etc. The FAA.gov website has all of their handbooks, regulations, etc. that can be downloaded FREE. Pilots LOVE FREE! You should also incorporate a Flight Training plan. Who says that you only need to see your local CFI every 24 calendar months for your Flight Review IAW 61.56? I would encourage you to find a CFI who will take you "Beyond the ACS". As CFI's we are required to teach our students all of the maneuvers in the ACS, but I always have my Certificated Pilots practice maneuver guides available.

With this regimen of your Personal Training Plan and continuous addition of rating and certificates, I believe that we all can improve our own skills and make our flying just as safe as the airlines. Try it and please let me know how it goes! Thanks for listening.

Craig O'Mara

Director, GSLFIA

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618-558-7211

GSLFIA Supported Tours & Events

Watch the FAA SPANs notices for the TRACON tours coming on May 7th and 14th. The TRACON tours are very popular so keep a close



watch for these tours and register was soon as they are available. We will continue adding more as we receive requests from our membership and the aviation community.

St. Louis Flight Training



Under New Ownership

On April 16, 2018, St. Louis Flight Training LLC owner Corey Tomczak completed the sale of the flight school to Ken Kopp of STL Flight Training, Inc. Corey operated the flight school for seven accident and violation free years with over 4,000 hours flown, helping dozens of pilots achieve their dream of solo flight and a private pilot license. The transfer of the flight school will allow Corey to focus on his other business, Gateway Jets, which provides aircraft management, flight crews and assistance buying and selling aircraft. Going forward, the flight school will remain at St. Louis Downtown Airport (KCPS) with the current aircraft and instructors operating out of the Jet Aviation FBO.

Corey began in Western New York after being laid off from a corporate job in 2009 and spending 14 months searching the country and world for a job. After none were to be found, he crafted a business plan, found a bank naïve enough to invest in a small flight school and literally rode his bike there to secure the loan. N53398 was the first aircraft, which is still in the fleet, purchased from Punxatawny, PA. As his third student and later wife can remember, he started with a wooden table in a T-Hangar on a 2,800 foot “fair” condition runway at a near-abandoned airport. In 2011, he moved the business and eventually himself to St. Louis. Within the first six months, the growth rate of student enrollment was amazing as St. Louis Flight Training held hangar parties and fly outs to build their foundation. Dozens of students were

soloed and signed off for their license, many of which went on to the military or an aviation college.

Ken is a recently retired USAF Master Navigator with over 2,500 hours in C-141 and C-130 aircraft operating worldwide into established and austere airfields with multiple deployments supporting operations in the Middle East. He completed his private pilot training while stationed at Yokota Air Base near Tokyo, Japan and an instrument rating since moving to Illinois in 2014. He’s active in the local aviation community, serving as vice-president of the Greenville Pilot’s Association EAA chapter and Civil Air Patrol. He plans to build on the success of St. Louis Flight Training by continuing to provide fun, safe and affordable training for student, commercial and instructor pilots and employment for CFIs. STL Flight Training, Inc can be contacted through www.stlflight.com for any inquiries for training or employment.

“Mentoring Our Youth – Intro to Aviation Ed”



Photo – Courtesy Aero Experience. Students tour Lockheed Jet Star once owned by Howard Hughes at the St. Louis Air and Space Museum.

So, the “winter weather” is finally behind us! I’ve been flying & enjoying every flight. GSLFIA has been busy, especially regarding youth-ed. . In March, I met with folks at the SLSC (St Louis Science Center). They (Cate Hanford & Jared Farmer) outlined their “Flight Academy” summer camp (in June & July). As part of their Summer Blast programming, it’s their annual

Mentoring Our Youth (Continued)

offering (5-day camp) with CFI's from Elite Aviation at SUS. The week concludes with a flight at Spirit of St Louis airport.

The SLSC also coordinates with Carnegie Science Center in Pittsburgh & their program, named "Gateway to STEM". Jared offered to help GSLFIA coordinate an easy-to-use database, for those seeking to find aviation resources in the St Louis area. Look for more about this program as summer approaches.

In March, I met an administrator in the Lindbergh School District, who's responsible for curriculum. After her Spring activities conclude, we'll pursue how GSLFIA can assist with their programming applicable to aviation. Why am I excited to work with her? Simply, this school district [named after Charles Lindbergh] in South County can be a great way to promote aviation education.

On April 3rd, the project at WOH (Wings of Hope) completed the 3rd of three "roundtable/info-seeking" sessions. Their offering called "SOAR to STEM", will be a multi-day STEM learning experience that will provide students an opportunity to understand aircraft used in the "Wings of Hope" missions.

Partners included Boeing Corp, GSLFIA, Girl Scouts of Eastern MO, three school districts (Kirkwood, Jennings, & Ferguson-Florissant), and WAI (Women in Aviation). This is the WOH program, that I referenced in GSLFIA's 11/2017 newsletter.

The 1st quarter of 2018 finished with planning for the "STEAM Expo – 2018", plus participation in the SLSC's "SciFest" for July 21st. The former was on May 10th at McCluer High School and CLC (Challenger Learning Center). GSLFIA will be joined by WAI & SWIC. Regarding the latter event, the SLSC will connect with aerospace & aviation professionals in the St Louis area. I'm coordinating for many of our aviation organizations.

Finally, I visited the Smithsonian Institute's "Destination Moon" from 4/14-9/3. Located at the SLSC, it's their traveling exhibition of the Apollo 11 Command Module, and excellent exposure to aerospace & aviation topics. (for details, see the SLSC's website)

With each of the above, we shared materials & programs by AOPA. These cover their High School STEM Initiative + numerous scholarships.

Jeff Rapp
Associate Member
GSLFIA Ambassador to Education

AOPA Offers Youth Aviation Resources and Scholarships

Pilots, Teachers, Aviation Mentors, here's your opportunity to promote aviation to our youth through schools, STEM programs and student interests groups!!

The Aircraft Owners and Pilots Association (AOPA) continues to offer free aviation resources that will help students discover and explore the world of aviation. Large numbers of on-line videos and interactive quizzes about aviation are available at no cost. Students are eligible to join AV8ORS at ages 13-18 on line at aopa.org/av8ors or by calling 800.USA.AOPA (800-872-2672). AOPA is also providing large numbers of flight training scholarships to high school students starting at 15 ½ through the AV8ORS program.

Through the AOPA High School Initiative program, students are getting the chance to explore exciting aviation career opportunities using Science, Technology, Engineering and Math (STEM).

Schools and Teachers are encouraged to contact, Cindy Hasslebring the Director of AOPA High School Initiative programs at hs@aopa.org for information and resources.

STL Area Employment Opportunities

During our GSLFIA Board meetings we frequently explore opportunities to add value to your membership in St. Louis's only organization specifically for the CFI. We are currently adding a column designed to advertise employment opportunities for our members and at the same time provide quality employees for St. Louis area Flight Schools and FBO's. We're in the process of contacting aviation businesses to determine needs and will publish those needs in the GSLFIA newsletter. The following information opportunities are the most current that were available at the time of printing.

IDEAL Aviation CPS
 2500 Vector Drive
 Cahokia, Illinois 62206
 Bill Macon, Owner
 618-337-3400 Jason.odom@idealfbo.com
 E-mail or call Jason Odom for employment details

St. Louis Flight Training CPS
 4020 Green Mount Crossing Drive #114
 Shiloh, Illinois 62269
 Ken Kopp, Owner
 618-670-5782 Kwkopp762@gmail.com
 No current openings (15 April 2018)

Shafer Flying Service 3K6
 2070 Triad Road
 St. Jacob, Illinois
 Ed Shafer, Owner/Chief Flight Instructor
 618-644-5411 hyflyer33@hotmail.com

Airgo
 2331 East Calumet Street ENL
 Centralia, Illinois 62801
 Abu Abulfathi
 618-533-1643 Abu@flyairgo.com

Elite Aviation SUS
 18600 Edison Avenue
 Chesterfield, Missouri 63005
 John Tipton, Chief Instructor
 636-778-4400 johnt@eliteksus.com
 No Current Openings (15 April 2018)

Sparta Flying Service SAR
 1800 North Market St.
 Sparta, Illinois 62286
 Scott Marquardt, Chief CFI and Apt Mgr
 618-443-5321 Spartaaero@gmail.com
 Currently hiring a part time CFI

Southern Illinois University - Carbondale MDH
 Department of Aviation Management and Flight
 College of Applied Sciences and Arts
 Transportation Education Center
 TEC286Q - Mail Code 6817
 Southern Illinois University Carbondale
 545 North Airport Road
 Carbondale, Illinois 62966
 Ken Bro or Jeff Hayes, Chief Flight Instructors.
 Currently hiring CFI's and Assistant Chief CFI's

Gateway Flight Training 1H0
 3127 Creve Coeur Airport Road
 Maryland Heights, Missouri 63146
 Brian Borton, Operations Manager
 314-780-7899
brian@gatewayflight.com
 Currently hiring CFI's
 CFIIME, ATP Multi Engine, 2000 hrs. Multi,
 prefer Corporate/Military/Air Line/Part 135
 E-mail Brian Borton for details

High Altitude Flight Training 1H0
 Creve Coeur Airport
 Maryland Heights, Missouri 63146
 Douglas Pouk, President
doug@flyhafc.com
 314-717-1113
 No Current Openings (12 April 2018)

St. Charles Flying Service SET
 6016 Portage Road
 Portage Des Sioux, Missouri 63373
 Mark Couillard, Chief Flight Instructor
markc3sq@msn.com
 636-946-6066
 Currently hiring Full Time CFI's. CFIIME is a
 definite plus!!

Airmen Certification Standards Changes

Applicants for a Commercail Pilot SEL Airplane Category and SE class rating and the Certified Flight Instructor SEL airplane Category SE class rating take notice!

Effective April 24th 2018 the FAA eliminated the complex aircraft utilization requirment for the Commercail and Flight Instructor practical tests.

Reference N8900.463, effective as of April 24th. N8900-463 is curretnly the effective document utilized for guidance until the updated Airmen Certification Standards are printed. The Commercail Pilot Airplane ACS is identified as FAA-S-ACS-7 with changes 1, 2 and 3. The Flight Instructor ACS is identified as FAA-S-8081-6D with changes 1, 2, 3, 4, 5, and 6.

The FAA recognizes the shortages of complex aircraft availability and expense as items that were identified as part of the decision making process. All Flight Instructors need to take note of the changes and guidance in N8900-463 and the coming Airmen Certification Standards revision.

The changes for practical testing did not alter any changes for the complex aircraft training and endorsement requirements in FAR 61.31 (e) or aeronautical experience requirements in FAR 61.129 (a) (3) (iii) or Part 141 Appendix D.

Operators can find this notice on the Federal Aviation Administration's (FAA) website at <http://fsims.faa.gov>. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

The
GSLFIA
Is
Working
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Become
A
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Now