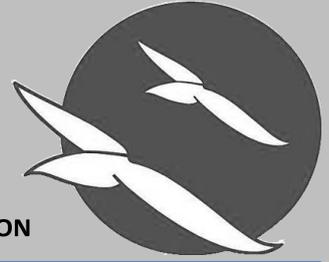


July 2018 – ISSUE 1804

# GSLFIA News

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



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

## GSLFIA Sponsors STL TRACON Tours

Your GSLFIA sponsored the ever popular TRACON tours during the month of May that were very well received by all. As usual, there was such a great demand for this ever-popular GSLFIA event that the TRACON allowed the original request of 2 tours with 10 attendees each to expand to 4 tours of 15 each. We still needed to notify about 50 additional requests that the tours filled up within about 2 hours of the SPANS being published.



Pete Seddon led the tours and many in attendance commented that he did an excellent job. According to my feedback, everyone in attendance learned a tremendous amount. The TRACON tour is a very popular event. Our members learn about how to better interact with STL ATC. Pete has been generous and will add more tours this Fall. We'll advertise dates/times in a SPANS a few weeks prior to the tour dates.

A helpful hint: as soon as you see the SPANS, please e-mail me immediately so that I can place you on the list. Again, the last tours were completely booked within about 2 hours and many people had to be turned away - so book early! Thank you.

Craig O'Mara  
Director  
GSLFIA  
618-558-7211  
Craig.omara747@gmail.com

## Airline Training Standards Seminar

The GSLFIA along with Trans States Holdings sponsored the "Airline Training Standards Seminar" on July 2nd located at the STL Training Center at 11495 Navaid Road in Bridgeton.

The Training Standards Seminar is designed to provide future Airline Pilot Candidates the opportunity to meet with the Corporate Officers, Training Personnel, Check Airmen and new pilot hires who recently completed training an opportunity to learn more about the airline training process of becoming a First Officer.

The seminar discusses what is expected of pilot candidates as they enter the airline training program and how to better prepare themselves prior to starting training. Best practices was also discussed to help promote working with other candidates and developing study groups.

**GoJet**  
AIRLINES

**JULY 2**

**ANNUAL TRAINING STANDARDS SEMINAR**  
Trans States Holdings  
1495 Navaid Rd  
Bridgeton, MO  
6 PM-BPM  
Dinner and refreshments will be served.

Please register on  
[FAASafety.gov](http://FAASafety.gov)

Keith Mueller  
[keith.mueller@swic.edu](mailto:keith.mueller@swic.edu)  
618-514-2647

**CONTACT**

UNITED gojetairlines.com DELTA

## 2018 Board of Directors

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

**Greater St. Louis Flight Instructors  
Association**

**16105 Swingley Ridge Road #4488**

**Chesterfield, Missouri 63006-4488**

## GSLFIA Tech Talk

The FAA held Runway Safety Action Team (RSAT) meetings for STL, ALN, CPS and SUS this month. Runway incursions are still a big issue worldwide and we, as flight instructors, should review this topic during all training and flight reviews.

Locally there are still issues with pilots misidentifying the correct runway at both non-controlled and controlled airport. This type of error is most often corrected by the local (tower) controller before a conflict occurs. These errors can be mitigated by a thorough review of the airport runways diagrams prior to flight and by having a copy of that diagram available for reference during taxi, arrival and departure. The use of nav aids such as ILS, GPS, VOR and, yes, even a NDB where installed, all help in situational awareness. Most important, be sure your students let the tower know if they are not certain of their position or ATC's instructions.

Here are a few more hints:

Take a moment and write down taxi instructions and review the airport taxi diagram prior to moving on the airport surface. If you get disorientated...STOP and ask for progressive taxi instructions.

Set heading indicators prior to taxi.

Be certain students use correct radio phraseology. Remember, in the future they may fly outside the CONUS. Insist your students use their proper call sign when they acknowledge ATC instructions and repeat the runway number when cleared to taxi to, across, takeoff or land.

Locally, there are some future changes in Hot Spot designations at STL. Look for HS1 to disappear and the possibility of new signage at the approach end of 12L.

CPS is planning some construction work on taxiway B between July and September.

Let us know if the GSLFIA can research any questions you may have. Thanks!

Tech Talk is a GSLFIA service to the aviation community. Please contact us with any questions or about operational procedures in the area.

Greg Pochapsky

GSLFIA Board of Directors

## **“Mentoring Our Youth – Intro to Aviation Education”**

Spring flying has been FUN ...via regular practice for currency and SES-time in my logbook, in the Searey at Smartt Field (KSET). Now, that was exciting!!

A new seaplane club at Smartt Field is open. This provides pilots the ability to expand their ratings & skills. With a C-185 on floats & the Searey (amphibious), the “Flying Fish Seaplane Club”, relocated to St Louis [after the hurricanes in the Virgin Islands]. What a cool way to introduce youth to the **thrills of flying!** So, if you’re hooked, contact Chris Hinote at (340) 514-1680 ... *BTW - the area code isn’t a typo!*



Soon after it opened on April 14th, I visited the Smithsonian Institute’s “Destination Moon” Located at the St. Louis Science Center (SLSC). It’s their traveling exhibition of the Apollo 11 Command Module that extends to September 3<sup>rd</sup>. This event offers excellent exposure to aerospace & aviation topics. This is an excellent one-time opportunity for St Louis families. *For details, see the SLSC’s website.*

## **“Mentoring Our Youth – Intro to Aviation Education” Continued**

During the week of July 9-13, three area education institutions held their “STEM-Flight Academy”. Each offering focused on STEM-related experiences for area youth. IMSA (Illinois Math & Science Academy) held theirs at Bell Valley School (in Belleville); Ranken Institute partnered with Ideal Aviation (at KCPS); and, the SLSC partnered with Elite Aviation (at KSUS). The latter two concluded the week with a flight at the respective FBO.

Finally, I coordinated six area organizations to participate in “SciFest – 2018” at the SLSC scheduled for July 21<sup>st</sup>. The chosen date represents the departure of Apollo 11 from the moon, with focus on aerospace & aviation professionals in the St Louis area. Those organizations are: Air & Space Museum, EAA’s “Young Eagles”, GSLFIA, SWIC (Southwestern Illinois College), WAI (Women in Aviation), and WOH (Wings of Hope). Thru our participation, we hope to provide more exposure of aviation to area youth & their families.

With each of the above, we shared materials & programs by AOPA. These cover the High School STEM Initiative and numerous scholarships available to students.

Jeff Rapp  
Associate member of GSLFIA

## **Congratulations and Best Wishes to STL FAA FSDO FAASTeam Manager Phil Dixon**

The GSLFIA wants to express a sincere “Thank You and Best Wishes” to Phil Dixon the STL FAA FSDO advisor to the GSLFIA and FAASTeam program manager at the STL FSDO.

Phil recently announced that he has accepted an opportunity to transfer to the Memphis FAA FSDO as their FAASTeam Manager. Phil is originally from the Memphis area.

## CFI Personal Training Plans

The CFI can't spend every moment transferring their years of knowledge to their students so, hopefully, we encourage our students to develop their own personal training plan. But, what about us? Do you have your own personal training plan and what do you include in that plan? What do you do to become a more knowledgeable, skilled, effective CFI so that you can produce a safer, more skilled pilot?

Having worked for years with USAF Test Pilot School students I've always believed that the more types of aircraft and types of operations that a pilot masters the better they become. At TPS the students might fly as many as 25 different aircraft such as fighters, bombers, transports, trainers, helicopters, sailplanes, seaplanes, etc. Not only do they fly aircraft that they've never even seen, they are testing different procedures that most of us will never see.

What does that do for them? It makes them conversant with different control systems, different handling characteristics, and different systems but probably most important it shows them what is really important in handling an aircraft. Now, is that something that we can emulate? There are many flight schools and FBO's in the STL area that rent different types of aircraft. By checking out in them we can learn how to handle all of those aircraft - very similar to what our USAF Test Pilots learn! How about different types of flying? How about continually seeking new Certificates and ratings on those certificates? We should practice all tasks in the various ACS's and, as we all know, the ACS does not cover everything that can be done with an aircraft. So, I would encourage you to develop a thorough list of tasks that are NOT in the ACS but will increase your own flight skills.

These are tasks that you can teach your students, show pilots on Flight Reviews (notice that I didn't say BFR - that's so 1990's!, even AC 61-98D points out that the FAA doesn't want that term used anymore!), IPC's and aircraft

## CFI Personal Training Plans Continued

checkouts. Years ago many airlines in the U.S. realized that most accidents are the result of judgement and decision making so our check rides were changed from a maneuvers based check ride to a judgement based check ride. The check consists of a normal flight from here to there where various problems occur and the check airman observes the students ability to handle those problems and get the aircraft on the ground safely. We can do that in our own flying and especially with our students. Using scenarios designed to make them use good judgement and make good decisions is probably one of the best lessons that we can learn ourselves and then pass along to our students.

So, we've talked about our Flight Training Plan, how about our Knowledge base. There is an almost infinite amount of material to learn about aviation. The FAA and many commercial aviation organizations produce so much information that it would take a lifetime to learn it all - AND IT SHOULD! This is a lifelong process, not just a "one and done" process to learning. I know that this takes discipline and we all have many other requirements in our lives, but set a goal of reading something each month - maybe the Instrument Flight Procedures Handbook one month, the AIM another month (although I've never been able to get it done in just one month!). The aviation knowledge is essential but we're CFI's and we also need to know how to transfer that knowledge to our students. There are many local Community colleges that teach courses on education that will help us to become better teachers. May I suggest that you spend a night a week or whatever the course requires to learn how to improve your skills as a teacher?

The great thing about this program is that once you've designed a personal training plan for yourself this is all transferable to developing a plan for your students. As you know, I'm always hoping to learn from you, with your vast experience as CFI's, so if you find

### CFI Personal Training Plans Continued

a plan that works well for you, please send me a copy so that I can incorporate it into my Personal Training Plan. Thank you for listening and I hope to hear from you soon.

Craig O’Mara  
 GSLFIA Director  
 618-558-7211  
 craig.omara747@gmail.com

### Summer Flying Performance Issues

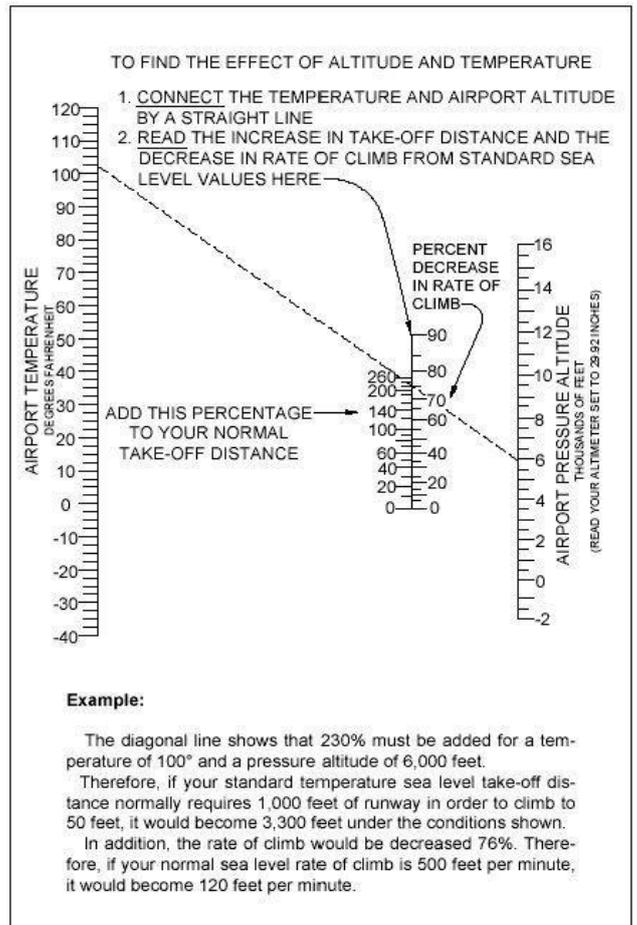
With the first midwest heat wave of summer, we are quickly reminded of the effect that high temperatures and humidity has on aircraft performance. As a CFI, we are also obligated to insure that our new Private Pilots trained during winter months or anytime are fully aware of the deteriorated aircraft performance when midwest summer temperatures and humidity rise.

Each summer we see an unacceptable number of density altitude related incidents. As pilots we are required by F.A.R. Part 91.103 Preflight Action to become familiar with all available information concerning that flight. F.A.R. Part 91.103(b)3 specifically identifies aircraft performance, airport elevation, runway slope, aircraft gross weight, wind and temperatures. In spite of clear requirements, incidents all too frequently continue to occur.

Most training aircraft today are four place aircraft, however through the training program, most students don’t experience the handling characteristics of the aircraft near the maximum gross weight. After receiving their Private Certificate many new pilots will want to demonstrate their skills to friends and family. A cross country flight to a popular resort or family reunion would be an excellent method to demonstrate the utility of their new certificate. Combine that with a turf runway or short country airport and the results could be a formula for trouble. The FAA and many aviation organizations promote aviation safety to the

highest degree. As Flight Instructors, it is our responsibility to ensure that it is delivered to each and every pilot we train. A density altitude calculation during a flight review is certainly in order to determine if the pilot fully understands the process to determine aircraft performance.

The Koch chart below at one time was printed on the back of sectional charts. The Koch chart



takes an ultraconservative view of aircraft performance as it relates to increasing temperature. The FAA is now promoting a little circular slide rule call the Denalt Performance Computer that is now also available on iPad as well.

The overall message that we are wanting to send is: Be sure that you always take density altitude into consideration, determine the performance capability of your aircraft, review runway data, wind, temperature and provide yourself with a significant margin of safety. Safety is no accident!!

Keith Mueller  
 GSLFIA President





**Meisinger Aviation**  
**Professional Pilot Position**  
**Cessna 206**

Meisinger Aviation, LLC is seeking qualified pilots for our Pt. 91 Aerial Photography Operations based at Spirit of St. Louis Airport (KSUS). This is a full time, salaried position as a Pilot and Camera Operator on our camera-equipped Cessna 206's. This position also entails operating the Company Cessna 414 for Company-related business trips and acting as a Camera Operator for Domestic and International deployments on our Lear 36A. Great potential for future upgrade to our King Air 200 Aerial Photography Operations. Training provided on all aircraft and operations.

**Minimum Requirements:**

- U.S. Citizenship
- Valid U.S. Passport
- Commercial ASEL & AMEL
- 1<sup>st</sup> Class Medical
- 500 hrs. Total Time
- 300 hrs. Fixed Wing
- 200 hrs. PIC
- 25 hrs. Multi Engine
- 25 hrs. Instrument

**G1000 Experience Preferred**  
**International Experience a Plus!**

**Benefits include:**

Competitive salary. Great Schedule, Medical & Dental, Short & Long term Disability, Life Insurance, 401K with matching and more...

If you are interested in a challenging and rewarding career with an established aviation company, please send resume to [dave.pressy@mallcstl.com](mailto:dave.pressy@mallcstl.com)  
**NO PHONE CALLS, PLEASE**



**Meisinger Aviation**



**King Air 200 Captain Position**

Meisinger Aviation, LLC is seeking qualified candidates for a Full Time King Air 200 Captain position for our Pt. 91 operations based at Spirit of St. Louis Airport (KSUS).

**Minimum Requirements:**

- Commercial AMEL
- 2<sup>nd</sup> Class Medical
- 2000 hrs. Total Time
- 1000 hrs. Fixed Wing
- 1000 hrs. PIC
- 500 hrs. Multi Engine
- 200 hrs. Turbine PIC
- 100 hrs. Instrument

**Preferred, but not required:**

- ATP
- 1<sup>st</sup> Class Medical
- King Air 200 time
- 500 hrs. Turbine PIC
- Bilingual
- International Exp.

***This position requires living in or relocating to the St. Louis area.***

**Benefits include:**

Competitive salary. Great Schedule, Medical & Dental, Long term Disability, Life Insurance, 401K with matching and Training with Flight Safety International.

If you are interested in a challenging and rewarding career with an established aviation company, please send resume to: [jobs@mallcstl.com](mailto:jobs@mallcstl.com)

**NO PHONE CALLS, PLEASE**



**Meisinger Aviation**



**King Air 200 First Officer Position**

Meisinger Aviation, LLC is seeking qualified candidates for a Full Time, Entry Level King Air 200 First Officer position for our Pt. 91 operations based at Spirit of St. Louis Airport (KSUS).

**Minimum Requirements:**

- Commercial AMEL
- 2<sup>nd</sup> Class Medical
- 600 hrs. Total Time
- 500 hrs. Fixed Wing
- 250 hrs. PIC
- 50 hrs. Multi Engine
- 25 hrs. Instrument

**Preferred, but not required:**

- 1<sup>st</sup> Class Medical
- Turbine Experience
- 1000 hrs. Total Time
- Bilingual
- International Exp.

**\*\*This position requires living in or relocating to the St. Louis area.\*\***  
**\*\*U.S. Citizenship and U.S. Passport Required\*\***

**Benefits include:**

Competitive salary. Great Schedule, Medical & Dental, Short & Long term Disability, Life Insurance, 401K with matching and Training with Flight Safety International.

If you are interested in a challenging and rewarding career with an established aviation company, please send resume to [dave.pressy@mallcstl.com](mailto:dave.pressy@mallcstl.com)  
**NO PHONE CALLS, PLEASE**

**CFII Candidate Looking for an Instructor**

CFII candidate looking for sharp CFII for check ride preparation in my aircraft (1979 Arrow IV with GNS 430W). Would like to start after 15 July and condense training into no more than a couple of weekends or a few weekdays. Knowledge test competed, just need to reestablish proficiency on knowledge and procedures. Call, text or or email Giff Bosche at 609-954-8252 [rgbosche@gmail.com](mailto:rgbosche@gmail.com).

**Women With Wings Airplane Wash**  
**Creve Coeur Airport (1HO)**

**14 July 2018**

**9:00am – 4:00pm**

**Proceeds Benefit Women With Wings**  
**Scholarship Fund**