



*"Aviation Professionals Dedicated to Excellence in Flight Instruction"*

GSLFIA News – November 2017 – Issue 1706

## 2017 Aviation Awards Banquet



On Saturday, October 28th, the GSLFIA celebrated it's 48th year anniversary with the annual Aviation Awards Banquet at the Lambert St. Louis International Airport Missouri Vineyards Banquet room.

The event opened with the welcome from Keith Mueller current GSLFIA President. The program emcee, Gregg Maryniak, guided the evening through the events that followed.

George Andre a St. Louis native, was the Keynote speaker for the evening. George recounted his career in aviation that included his service in the Air Force and as an Air National Guard pilot. During his Air Force career he served as a combat fighter pilot in Vietnam, which was followed by his role with Lockheed skunk works as a design engineer and test pilot for the SR – 71 Blackbird. George's presentation focused on the design and flight operations of the SR-71 Blackbird. George holds membership in the elite Mach 3 club as the 16th person ever to fly at more than 3 times the speed of sound.

After Lockheed, George's career continued with Trans World Airlines. He served in several senior flight operations management positions in engineering and safety. He remained active as an airline pilot and check airmen as an international

Boeing 767 Captain. George retired from TWA In 1993. After retirement, George continued his carrer by founding his own consulting firm, "Freebird" serving as an expert witness in a number of aviation litigations. "Freebird" Inc is also the parent organization of an airshow act starring George and the Freebird 300 an unlimited aerobatic airplane performing at numerous venues from 1995 to 1999 across the U.S. including Fair St. Louis. Today George lives in Creve Coeur with his wife Lenene. His son David is Chief Pilot for American Airlines in St. Louis. His daughter Laura is a professor at the University of New Mexico.

## New Flight Instructor of the Year

The new CFI of the year is awarded to a CFI who received his / her flight instructor certificate within the past 24 calendar months and has displayed an extraordinary level of professionalism and ability. David Chilenski is an instructor for Ideal aviation at the St. Louis Downtown Airport was chosen for the award.



David recently completed the addition of an Instrument Flight Instructor Certificate to his list of qualifications along with the addition of a Multi-Engine rating to his Commercial Pilot Certificate. Congratulations David!!

## **GSLFIA Contacts**

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*Jeff Rapp*

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

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

### **Flight Instructor of the Year**

The CFI of the year is presented to an instructor who has held an FAA Certified Flight Instructor Certificate for more than two years. The CFI of the year candidate is a person who maintains a long term history of displaying the highest level of knowledge, professionalism and integrity for the profession. The CFI of the year for 2017 is awarded to Paul Salmon.



Paul is also an Emergency Service Physician at Cape Girardeau Medical Center. Paul holds a total of 24 world records that include 15 in gyrocopters and 9 in helicopters. He holds, east, west and round trip transcontinental flight records across the U.S. in a gyrocopter of 3 days, 4 hours and 30 minutes. Congratulations Paul!!!

### **Spirit of St. Louis Awards**

Spirit of St. Louis Awards were presented to several local organizations:

**Wings of Hope** – Wings of hope is a worldwide nonprofit humanitarian organization that provides aircraft to support communities to improve health, education, economic opportunity and food security in 11 countries including the United States.

**Steve Lieber** – Steve Lieber of Helicopters Inc. provides facilities' support to many St. Louis nonprofit organizations that include the St. Louis aviation organizations such as the STL Helicopter

## 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 your 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](mailto: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!!!!

## GSLFIA Annual FIRC on Jan 20<sup>th</sup> and 21<sup>st</sup>

Mark your calendars!! The 48th GSLFIA Flight Instructor Refresher Clinic is scheduled for January 20th and 21st at the Wings of Hope Hangar, 18370 Wings of Hope Blvd on the KSUS St. Louis Spirit of St. Louis Airport in Chesterfield.

We have reviewed the past curriculum and have made a number of updates to the program as allowed by the Federal Aviation Administration. If you are planning to attend the FIRC, please note that our website is currently being updated and at this time you will need to send the payment to our mailing address:

### GSLFIA

**16105 Swingley Ridge Road #4488  
Chesterfield, Missouri 63006-4488**

The early registration fee is only \$200.00 if registered before 13 Jan 2018 or \$225.00 at the door. More information to follow in the December newsletter issue coming soon.

As in the past, we will provide a Continental Breakfast along with lunch at the FIRC.

## Spirit of St. Louis Awards Continued

Association, FAA Safety Program, Annual GSLFIA Flight Instructor Refresher Clinic, Trivia Nights fund raising for the GSLFIA and Women in Aviation Scholarships.

**George Andre** – A sincere "Thank You" to George for his presentation at our annual banquet and lifelong contribution to aviation.

## James G. Byrnes Award

The James G. Byrnes "Excellence in Aviation" is an award that is presented to a person for lifelong contributions to aviation. The GSLFIA recognizes Kenneth Kellogg as the recipient of the 2017 James G. Byrnes Award.

Ken started his aviation career in 1955 after a \$5.00 introductory flight lesson. He entered an ROTC program in college and became a fixed wing pilot. Soon after, Ken transitioned to rotary wing. Ken spent 30 years in Army Aviation that included two tours of duty in Vietnam as a UH-1H helicopter pilot. For his service to our country he earned two Bronze Stars, the Master Army Aviator Award with 19 clusters and the Legion of Merit. He Retired as a full Colonel in 1985.



After retirement, Ken worked for the Department of Defense as a Liaison to Beechcraft until 1997. At that time he decided to complete this flight instructor certificate and spent the next two decades instructing for the Scott A.F.B. Flight Training center, Southwestern Illinois College, St. Louis Flight Training and Ideal Aviation. Ken Received the Master Pilot Award in 2010 and CFI of the year in 2013. Sadly, Ken passed on Sept 10th 2017. Ken's family received the Byrnes Award posthumously at the annual GSLFIA awards banquet.

### **Southwestern Illinois College Rotary Wing Program FAA & VA Approved**

Southwestern Illinois College (SWIC) in Belleville recently added a rotary wing flight program to their list of Associate of Applied Science Degrees in Aviation. SWIC students completing the program would hold a Commercial Rotary Wing Pilot Certificate with an instrument rating. Certified Flight Instructor and Instrument Flight Instructor training programs are also available as electives.

SWIC offers a number of Aviation Programs that include, Aviation Pilot Training Airplane, Aviation Maintenance (Airframe and Power Plant Mechanic), Aviation Management and Aircraft Dispatcher. A B.S. Degree in Aviation Management from SIU Carbondale is also available on the Belleville campus on a weekend format.

### **STL Super Safety Seminar**

The FAASTeam and the GSLFIA are planning the best ever Super Safety Seminar coming to our area soon. Currently we are considering a February time frame at a convenient location in the STL area. If you have any subject areas that you would like to see addressed, please contact a GSLFIA Board member and express your request. The mission of the GSLFIA is to promote Professionalism, Knowledge, Safety, and Proficiency. We're here to serve you, our members and the aviation community.

Join the GSLFIA. Your participation is needed and makes a difference in the aviation community.

### **GSLFIA Instructor Scholarship**

The GSLFIA is planning to offer a Certified Flight Instructor scholarship for early in 2018. Please watch the December newsletter for additional information regarding this opportunity. Applicants will need to submit a form that will be included with the next newsletter along with a business style letter outlining their planned future as an aviation professional.

### **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.

### **A sincere "Thank You" to our Discovery Flight Sponsors**

The GSLFIA wants to express a sincere "Thank You" to all of our Discovery Flight Sponsors for your generosity providing the first flight experience to our recipients at the annual Aviation Awards Banquet this year. We want to recognize all of the St. Louis aviation organizations providing Discovery Flights.

**Ideal Aviation  
Gateway Flight Training  
Elite Aviation  
St. Charles Flying Service  
Parks College of St. Louis University  
St. Louis Flight Training**

The experience gained during the youth Discovery Flights can be the event that forever changes the life of a student. The first gift of flight can become the gift that lasts a lifetime.

### **A Special Recognition**

The GSLFIA would like to express a special recognition and "Thank You" to our FAA Liaison Phil Dixon in appreciation for his help and support for the organization. Phil has been instrumental in many of the GSLFIA events and seminars throughout the year providing technical advice and organizational support. The GSLFIA works closely with the FAASTeam helping to promote safety through education and training.



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

GSLFIA is “on-the-move”! ... we participated in very inspiring aviation activities in September & October!

. “Girls in Aviation” Day on 9/23 at Lambert Field, was extremely successful. Sponsored by WAI, it was the St Louis version of this annual international event. GSLFIA joined SWIC & ALPA in the Trans States HQ building. Attendance was great, with over 350 girls (age 11-16) & adults. Many aircraft were displayed, including a float-plane (C-185) from the seaplane club based at Smart Field.

. On 9/25, GSLBAA hosted a meeting to raise awareness of the business aviation community. Participants included Boeing, GSLFIA, and WAI. While we recognize the need for pilots in the commercial airlines, we also discussed the need to emphasize the need for corporate pilots, too.

. “Shades of Green - Tradition meets Innovation”, was a Girl Scouts event at America’s Center on 10/28. We were excited to share an “aviation” booth with WAI (Women in Aviation). Attendance was very good, with nearly 10,000 Girl Scouts (ages 5-17) & their leaders! We shared not only the offerings of our two organizations, but distributed info for AOPA.

. On 11/6-7, AOPA held their 3<sup>rd</sup>-annual “High School STEM Symposium in Fort Worth TX. This forum is another education offering, to connect teachers who are passionate about aviation & aerospace. The attendees, networked with other educators who want to start an aviation STEM program at the high schools. AOPA shared GSLFIA’s efforts.

So, this leads to ... a newly-found offering by “Wings of Hope”. At an FAA-Safety Seminar on 11/4, I learned about their STEM initiative. They too, recognize the aviation industry doesn’t have enough mechanics or pilots to meet the demand, growing over the next decade. So, they’re designing a hands-on STEM learning experience that will provide students an opportunity to prepare an aircraft for use in the “Wings of Hope” missions. Offering “real-life” learning activities, students will also learn about the people who benefit from their work on these planes. With that said, GSLFIA will seek to partner with them to further ignite interest in aviation careers.

Keith and I believe that by working together, we can further a combined effort to educate our youth. Since “Wings of Hope” is known by many, this could be a humanitarian concept to promote much attention.

Think about this: GSLFIA and “Wings of Hope” combine efforts with schools to support world-wide humanitarian goals!

Jeff Rapp  
Associate member of GSLFIA

## **Loss of Control-Inflight (LOC-I): What's the problem ?**

The NTSB released their 2017-2018 Most Wanted list, designed to “*increase awareness of, and support for, the most critical changes needed to reduce transportation accidents and save lives.*” For a third, yes third year in a row, preventing **loss of control – inflight (LOC-I)** remains their primary concern for general aviation. The NTSB further states that LOC-I accidents are **MOST DEADLY** during the approach to landing, maneuvering, and initial climb phases. LOC-I was the main theme during the FAA’s 2012 Safety Stand Down and remains a “special emphasis” item today.

As a pilot, losing control of an aircraft is a horrifying thought, and one often thinks, “how can you lose control or your plane.” No one *believes* it can personally happen. Maybe that's part of the problem.

NTSB data from 2008–2014 confirm that loss of control continues to be the biggest killer in general aviation - roughly 48% of fatal fixed-wing GA accidents in the US were related to the pilot losing control of the aircraft inflight. These accidents resulted in 1,194 total fatalities during that period.

LOC-I refers to accidents in which the flight crew was unable to maintain control of the aircraft inflight, resulting in an unrecoverable deviation from the intended flight path. Be aware that there is also a second type identified as Loss of Control-Ground (LOC-G) which is all part of the overall category of Loss of Control or just LOC.

Losing control in an airplane covers a wide spectrum of human or pilot errors. Pilots may fly into bad weather without an instrument rating or perhaps even without appropriate or working instruments, or they might stall and spin in the traffic pattern because they are not paying attention to “flying the plane.” Pilots may not appreciate or recognize the subtle (or sometimes not so subtle) “hints” that often precede losing control of an aircraft. Hints may include: are we noticing airspeed getting slow, are we noticing that a power setting may be too low for a specific configuration or phase of flight (... can anticipate what will eventually happen if not at proper power setting based on particular phase of flight), are we noticing the ceiling and visibility getting worse, are we letting distractions take us away from “flying the plane.” The military uses the term Situational Awareness (SA) frequently to define that “overall sense” of our surroundings or can be further described as **people** (student or second pilot, ATC, or other pilots flying other planes maybe), **place** (phase of flight, night or day, busy airport maybe) and **things** (weather, equipment which may not be working properly, or our unfamiliarity of “new” or “advanced” equipment maybe). As pilots, SA becomes extremely important, both on the ground and inflight – especially in busy environments such as complex airports or the sometimes complex activity of flight instruction !!

In addition to the NTSB’s and FAA’s focus on general aviation accidents, the General Aviation Joint Steering Committee (GAJSC) conducted a detailed analysis of fatal general aviation accidents during 2001- 2010 and Loss of Control (LOC) was identified as the primary accident category. Therefore, LOC remains a “special emphasis” area for the FAA.

## FAA PUBLICATIONS CURRENCY

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 November 2017 here are the latest editions of various FAA information sources:

"Weight and Balance Handbook"	FAA-H-8083-1B	2016
"Risk Management Handbook", Ch.1	FAA-H-8083-2	1/2016
"Airplane Flying Handbook"	FAA-H-8083-3B	2016
"Helicopter Instructor's Handbook"	FAA-H-8083-4	2012
"Weight Shift Control Flying Handbook"	FAA-H-8083-5	07/2017
"Advanced Avionics handbook"	FAA-H-8083-6	2009
"Advanced Avionics Errata Sheet"		11/17/2014
"Aviation Instructor's Handbook"	FAA-H-8083-9A	2008
"Aviation Instructor's Handbook" Errata Sheet	FAA-H-8083-9A	3/7/2014
"Balloon Flying Handbook"	FAA-H-8083-11A	2008
"Balloon Flying Handbook Addendum".		2016
"Glider Flying Handbook"	FAA-H-8083-13A	9/13/2013
"Glider Flying Handbook" Errata Sheet		5/11/2015
"Instrument Flying Handbook"	FAA-H-8083-15B	2012
"Instrument Flying Handbook" Errata Sheet.		10/10/2014
"Instrument Flying Handbook" Addendum		4/10/2015
"Instrument Procedures Handbook"	FAA-H-8083-16A	09/2017
"Parachute Riggers Handbook", Ch.1 12/2015	FAA-H-8083-17A	8/2015
"Flight Navigator Handbook"	FAA-H-8083-18	2011
"Plane Sense"	FAA-H-8083-19A	2008
"Rotorcraft Flying Handbook" (Gyroplane use)	FAA-H-8083-21	2000
"Helicopter Flying Handbook"	FAA-H-8083-21A	2012
"Helicopter Flying Handbook" Errata Sheet		11/5/2014
"Helicopter Flying Handbook" Addendum (Change 1).		4/19/2016
"Helicopter Instructors Handbook".		2012
"Seaplane, Skiplane, Float/Ski Equipped Helicopter"	FAA-H-8083-23	
"Pilot's Handbook of Aeronautical Knowledge"	FAA-H-8083-25B	1/2016
"Student Pilot Guide" Ch.1	FAA-H-8083-27A	2/2016
"Powered Parachute Flying Handbook"	FAA-H-8083-29	2007
"Aeronautical Information Manual"		Effective 10/12/2017
"Airman Certification Standards - Private Pilot" Ch.1	FAA-S-ACS-6	6/15/2016
"Airman Certification Standards - Instrument" Ch.1	FAA-S-ACS-8	6/15/2016
"Airman Certification Standards - Commercial" Ch 1-2.	FAA-S-ACS-7	7/1/2017
"Conducting an Effective Flight Review"	Revision 160119 V.1.5	
"IPC Guidance"	Revision 150909 V.1.1	3/2010

"Aviation Weather Services"	AC 00-45H	11/14/2016
"TERPS"	8260.3C	3/14/2016
"Best Practices for mentoring in Flight Instruction"	Revision 160120 V1.2	

Airworthiness Directives Manual IR-M-8040-1C.	02/27/2013
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One change is that the Commercial Pilot Practical Test Standards has become an ACS. As always, please consult the latest [FAA.gov](http://FAA.gov) website for changes and don't hesitate to let me know if I have of the information listed incorrectly.

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