



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

## GSLFIA Annual Membership Meeting

Please remember to mark your calendar for the annual GSLFIA membership meeting on November 12th at Creve Coeur Airport. There will be plenty of food and a great venue for the event. We will start with an informational meeting and then welcome our keynote speaker Captain Retired John Marshall. John's featured presentation for the evening will be about the Boeing 314 Clipper Flying Boats and the historic Clipper 314 trip around the world. A total of 12 aircraft were built between 1938 and 1941 that included 9 for passenger service and 3 for use by the military.



Photo Courtesy Pan Am Historical Society

John's prior and current background includes:

- Pan American Captain until airline bankruptcy.
- Boeing 747 captain with Korean Airlines until retirement.
- FAA Aircrew Program Manager for the TWA 757 / 767 program.
- Currently serving as the Aircrew Program Manager for the Trans States Airlines EMB-145 program.
- Active Civil Air Patrol Missouri Wing.
- Member of the Missouri Quiet Birdmen.

Published author of numerous aviation history articles and active in the Pan AM historical group.

## GSLFIA Annual Membership Meeting Continued.

The flying boats were considered a mark of a new era in travel. Some of the interesting facts about the aircraft included different cabin configurations.

- 74 passengers and 10 crew members.
- A 40 passenger sleeper configuration that provided 7 luxury sleeper compartments with a 14 seat dining room along with a Honeymoon Suite in the tail of the aircraft.



We're sure you will enjoy the evening and learn some very interesting facts about aviation history.

## More GSLFIA Coming Events / Information

Flight Instructor Revalidation Clinic January 19th - 20th. Wings of Hope facility at KSUS.

Annual GSLFIA Aviation Awards Banquet February 23rd at the Lambert Airport Missouri Vineyards Banquet Room.

Trivia Night March 30th, 2019. Proceeds benefit the Wings of Hope, GSLFIA and Women in Aviation organizations.

GSLFIA Scholarships for CFI Candidates are Available. Contact a GSLFIA Board Member to provide a recommendation.

Ask a Mechanics Safety Seminar – Pending

New Pilot Currency Changes in FAR Part 61 – Using a Simulator for Instrument Currency – Date Pending.

## 2018 Board of Directors

### Officers

#### **President**

*Keith Mueller*

#### **Vice-President**

*Dick Horowitz*

#### **Secretary**

*Craig O'Mara*

#### **Treasurer**

*John Schmidt*

### Directors

*Tim Braun*

*John Ladley*

*Greg Pochapsky*

*Dan Reed*

*James Stamm*

*David Pogorzelski*

*2 Open Board Member Positions*

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*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 Road #4488**

**Chesterfield, Missouri 63006-4488**

## GSLFIA Treasurer / Secretary

The GSLFIA Board would like to express a warm welcome aboard to John Schmidt who recently accepted the position of treasurer for the GSLFIA. John fills the opening generated by Scott Thompson our prior treasurer who resigned due to personal and job related responsibilities.

John brings a wealth of knowledge, instructor experience and hands on application to the GSLFIA. John's background includes many years as an aeronautical engineer for a major manufacturer, flight instructor and treasurer for Wings of Hope. Welcome aboard John!!!

We would also like sincerely thank Craig O'Mara a long time board member of the GSLFIA who accepted the position of Secretary. The position opened as Nick Loftus accepted an assignment with the FAA as an Aviation Safety Inspector.

Craig brings a tremendous amount of experience and knowledge to the GSLFIA. Craig is a 30,000 plus hour pilot for United Airlines who holds 16 type ratings with more than 33,000 hours of pilot experience.

## Board Member Openings

The GSLFIA currently has openings for two Board of Directors members. We would like to appeal to the membership to offer some of your many years of experience and knowledge to be a part of the GSLFIA and our support for Flight Instructors. We are also active with educational organizations to help support and provide guidance for the future aviation professionals of tomorrow.

## GSLFIA Election Time

The month of November again brings election time for the officers and Board of Directors at the GSLFIA. The ballots should now be in the mail or received by the membership. Please take the opportunity to complete the process and return the ballot via mail before the listed deadline date on the ballot.

## GSLFIA Website Receiving a Facelift

After a long time and numerous starts the GSLFIA website is getting a facelift. The current website will undergo a dramatic change. Actually it's currently in the change process at this time.

We will be adding a membership renewal process along with an on-line payment process for events such as the annual Flight Instructor Revalidation Clinic.

We will also be adding a new email address for featured articles such as "TECH TALK" where questions can be directed that will go to board members who communicate with the FAA, ATC Facilities and related organizations that we reference for information. Watch for a new face on the GSLFIA website. Coming Soon!!!

## Non-Towered Airport Communications

We recently received a few inquiries regarding the correct use of the expression 'Line Up and Wait' (LUAW).

In 2010, the FAA adopted the phraseology "Line Up and Wait" to replace "Position and Hold" at airports with operating control towers. This was done to reduce the chance of runway incursions and harmonize phraseology with the International Civil Aviation Organization (ICAO) standard phraseology.

Aeronautical Information Manual (AIM) section 5-2-4 is dedicated to the subject of LUAW. Paragraph (a) begins, "Line up and wait is an air traffic control (ATC) procedure..."



## Non-Towered Airport Communications (Continued)

FAA Order JO7110.65X Change 1, paragraph 3-9-4 clearly describes LUAW as a controller to pilot communication.



The GSLFIA Tech committee has received concerns regarding area pilots incorrectly announcing LUAW when taking the runway at non-towered airports. The concern is pilots may mistakenly utilize the LUAW phrase on UNICOM or CTAF and then delay their takeoff while sitting on the runway. Sitting on an active runway, back to the final approach, has resulted in more than one collision.

It might be a good idea to revisit the entire subject of communication and traffic patterns at non-towered airports with your next flight review applicant. "See and Avoid" is paramount, especially at non-towered airports and total reliance on advisory calls could lead to disappointment. Remember, there are a many non-radio aircraft operating in the area. Please send you comments and questions to:

[StLouisFlightInstructors@gmail.com](mailto:StLouisFlightInstructors@gmail.com)

## Southern Illinois University Carbondale B.S. Degree Program at SWIC

For pilots focused on an major airline career, the B.S. Degree is still on the list of requirements to complete. Southern Illinois University Carbondale has included Southwestern Illinois College (SWIC) as a location for their Extended Campus programs.

A B.S. Degree in Aviation Management is now available on the Belleville campus on a weekend format. The B.S. program can be accomplished in as little as 16 months for those holding an Associate degree. Credit can also be awarded for prior flight experience.



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

**Local Fall activities for our youth and great exposure to aviation!**

AOPA’s “Fly-In” on 10/5-6, at KMDH (Carbondale)

“Girls in Aviation” on 10/12, at KCPS (Parks-SLU hangar)

2018 “Airshow & STEM Expo” on 10/13-14, at KSUS (Spirit of STL)

The St. Louis University “Girls in Aviation” event attracted hundreds of High School age girls, seeking to learn more about career opportunities in aviation. The girls (grades 9-12) who attended, witnessed exhibits by numerous aviation organizations, including our own GSLFIA. A panel of SLU graduates explained their SLU-experiences speaking to aeronautics, avionics, dispatching, maintenance and piloting topics. I partnered our exhibit with a SLU-graduate, a dispatcher for SLU-Parks. We explained the relationships between ATC, pilots, & dispatchers. This was an excellent one-time opportunity for St. Louis!!



The 2018 “Airshow and STEM Expo” had large audiences, considering the cool / wet weather. Various performances were part of the highlights. I attended with a friend & his kids

**Mentoring Our Youth Continued**

(grade 8), who were impressed by the Air Force & Navy fighter pilots. They explained the aircraft carrier TO / LND’s procedures by pilots of the Super Hornet – WOW. Of course it was fun to me too!

At this writing, I’m seeking status from Dr. Tara Sparks (Asst Superintendent – Curriculum) at the Lindbergh School District. Cindy Hasselbring, Senior Director of the High School (High School Initiative & Curricula at AOPA, communicated with Tara. Cindy shared “Lesson-1” (two 50-minute sessions) of their 4-year High School Aviation program. It includes all the materials, needed by teachers. This 9<sup>th</sup> grade level, is now used by over 80 school districts across our nation and is free to those school districts who partner with AOPA. I believe the Lindbergh School District will move forward in 2019-2020. This addresses a gap facing many school districts, allowing them to easily merge, aviation education into their existing STEM curriculum.

So, what’s in aviation’s future, for school administrators & teachers? AOPA hosts their “High School Aviation STEM Symposium” in Louisville, KY on November 5<sup>th</sup>-6<sup>th</sup>. This is the 4<sup>th</sup> annual event. It features their High School Aviation/STEM program.

Jeff Rapp  
Associate member of GSLFIA

**GSLFIA Annual FIRC**

The annual GSLFIA Flight Instructor Revalidation Clinic is scheduled for January 19<sup>th</sup> and 20<sup>th</sup> at the Spirit of St. Louis Airport Wings of Hope facility. Wings of Hope is located at 18370 Wings of Hope Blvd, St. Louis, Missouri 63005. The cost of the FIRC remains the same at \$200.00 for advanced registration that must be postmarked by January 12<sup>th</sup>. The \$200.00 fee includes the annual GSLFIA membership dues. Late registration after January 12<sup>th</sup> or at the day of the event is \$225.00 which also includes membership dues. Additional information will follow in the December newsletter.

## Networking? Yes / No?

Many years ago when I was a young CFI, loving to teach (I still do!) but also hoping to fly for the airlines, I didn't have any guidance or any contacts in the industry to help me determine how to accomplish my goal. To this day, I still run into young CFI's with the same dreams and goals AND PROBLEMS. What can those of you who are in that same boat do to help kick start your career? Fortunately for you, things are a whole lot different from the mid 1970's when that was me! I always heard about the upcoming pilot shortage when we were all going to be 747 Captains next week! Well, I think that shortage might actually be upon us (unfortunately the 747's are going away!) but we still might need guidance on how to get started on that path. So what do we do?



You might be the best pilot/CFI in the whole world, but how do you get that airline job if no one knows it? That's where networking might be the answer. Within the GSLFIA there are a number of accomplished airline / corporate /military pilots who would be more than happy to help. All that you need to do is reach out. I would recommend that you get involved with GSLFIA. Let people who can help you know who you are and that you're where they were many years ago trying to get started on their own paths. We have a number of ways to help and when those accomplished pilots see you devoting time/effort to our programs we'll know who you are, what a great individual you are and that you're willing to improve your own situation and aviation in general.

If you just sit at home waiting to be "discovered" by the airline, it may not happen. Get involved, talk to industry professionals, and ask them how they got their start and if

## Networking (Continued)

they would be willing to help.

I've recommended a number of pilots for my own airline, but only ones that I knew. I couldn't recommend people that I didn't know. That recommendation adds you to a higher priority of applicants when it comes to airline hiring!

I think that you'll find that most of us "old timers" are more than willing to share our insights about how we got to where we are if you just get involved and show us who you are! Call/text/e-mail me any time and let's get started!!

Craig O'Mara

Director - GSLFIA

[craig.omara747@gmail.com](mailto:craig.omara747@gmail.com)

618-558-7211

## To Teach or How to Teach – Now that is the Question (Shakespeare??)

Back in 1981 when I graduated from US Air Force flight school at Reese AFB, TX we started with 63 students but only 31 made it to graduation. In the early 80s the wash-out and self-initiated elimination (SIE) rate was around 50% for many of the pilot training classes. Reese AFB along with several other Undergraduate Pilot Training (UPT) bases are now closed, victims of many Base Realignment and Closure (BRAC) actions over several years, but military flight training continues every day across every service. In the civilian sector, flight instructors are able to take more time with their students and have the opportunity to review or re-teach lessons more than in the military. However, both "schools" have the same objective – to help students learn, teach them to be a safe and proficient pilots. A flight instructor is the bridge that takes a student pilot from theory to reality. The following is taken from the FAA Flight Instructor Handbook (FAA-H-8083-9A) Chapter 7 – Instructors Responsibilities and Professionalism. Including this "excerpt" from the FAA Flight Instructor's Handbook to remind all flight instructors that there are many responsibilities of a flight instructor – below is just a short sample.

**To Teach or How to Teach (Continued)**

**Aviation Instructor Responsibilities**

The job of an aviation instructor is to teach. Previous chapters (in the flight instructor’s handbook) have discussed how people learn, the teaching process, and teaching methods. As indicated, the learning process can be made easier by helping students learn, providing adequate instruction to meet established standards, measuring student performance against those standards, and emphasizing the positive.

**RESPONSIBILITIES of ALL FLIGHT INSTRUCTORS**

1. Help students learn
2. Provide adequate instruction
3. Demand adequate standards of performance
4. Emphasize the positive
5. Ensure aviation safety



Helping students learn: Learning should be an enjoyable experience. By making each lesson a pleasurable experience for the student, the instructor can maintain a high level of student motivation. This does not mean the instructor makes things easy for the student or sacrifices standards of performance to please the student. The student experiences satisfaction from doing a good job or from successfully meeting the challenge of a difficult task. The idea that people must be led to learning by making it easy is a fallacy. Though students might initially be drawn to less difficult tasks, they ultimately devote more effort to activities that bring rewards. The use of standards, and measurement against standards, is key to helping students learn.

**To Teach or How to Teach (Continued)**

Meeting standards holds its’ own satisfaction for students. People want to feel capable; they are proud of the successful achievement of difficult goals. Learning should be interesting. Knowing the objective of each period of instruction gives meaning and interest to the student as well as the instructor. Not knowing the objective of the lesson often leads to confusion, disinterest, and uneasiness on the part of the student.

To tailor his or her teaching technique to the student, the flight instructor analyzes the student’s personality, thinking, and ability. No two students are alike, and a particular method of instruction cannot be equally effective for all students. The instructor talks with a student at some length to learn about the student’s background, interests, temperament, and way of thinking, and is prepared to change his or her methods of instruction as the student advances through successive stages of training.

Of the many flying lessons I had in the US Air Force there was one thread that has always stuck with me over these past years: it’s a basic first step approach to all in-flight emergencies/problems. I am including this idea here thinking it might be useful as we all seek to be better flight instructors and teach our students to be a safe and better pilots. In UPT we were taught a fundamental three-step process – Maintain Aircraft Control, Analyze the Situation and Take Proper Action. Use a short, simple 3 step decision making process that is easy to teach, easy to remember and easy to execute. Fly Safe!!!





## 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 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  
 3130 Vector Drive  
 Cahokia, Illinois 62206  
 Bill Macon, Owner  
 618-215-2282 [jim.moseley@idealfbo.com](mailto:jim.moseley@idealfbo.com)  
 Currently hiring CFI's, please call Jim Mosley

St. Louis Flight Training CPS  
 4020 Green Mount Crossing Drive #114  
 Shiloh, Illinois 62269  
 Ken Kopp, Owner  
 618-670-5782 [Kwkopp762@gmail.com](mailto:Kwkopp762@gmail.com)  
 Currently hiring CFI's, please call Ken ASAP

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

Airgo  
 2331 East Calumet Street ENL  
 Centralia, Illinois 62801  
 Abu Abulfathi  
 618-533-1643 [Abu@flyairgo.com](mailto:Abu@flyairgo.com)  
 Hiring CFI's, Contact Abu for details.

Elite Aviation SUS  
 18600 Edison Avenue  
 Chesterfield, Missouri 63005  
 John Tipton, Chief Instructor  
 636-778-4400 [john@eliteksus.com](mailto:john@eliteksus.com)  
 Hiring a Full time CFI/CFII Contact John Tipton

Sparta Aero Services SAR  
 1800 North Market St.  
 Sparta, Illinois 62286  
 Scott Marquardt, Chief CFI and Apt Mgr.  
 618-443-5321 [Spartaaero@gmail.com](mailto:Spartaaero@gmail.com)  
 Currently hiring CFI / CFII preferred.

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  
 Murphysboro, Illinois 62966  
 Ken Bro or Jeff Hayes, Chief Flight Instructors.  
 Currently hiring CFI's. Please contact Ken Bro.

Gateway Flight Training 1HO  
 3127 Creve Coeur Airport Road  
 Maryland Heights, Missouri 63146  
 Brian Borton, Operations Manager  
 314-780-7899  
[brian@gatewayflight.com](mailto:brian@gatewayflight.com)  
 Need 2 CFI's and Part Time 135 Charter Pilot.  
 Contact Brian Borton for details

High Altitude Flight Training 1HO  
 Creve Coeur Airport  
 Maryland Heights, Missouri 63146  
 Douglas Pouk, President  
[doug@flyhafc.com](mailto:doug@flyhafc.com)  
 314-717-1113  
 Contact for current status.

St. Charles Flying Service SET  
 6016 Portage Road  
 Portage Des Sioux, Missouri 63373  
 Mark Couillard, Chief Flight Instructor  
[markc3sq@msn.com](mailto:markc3sq@msn.com)  
 636-946-6066  
 E-mail Mark Couillard for details

Meisinger Aviation SUS  
 David Pressy Chief Pilot / Captain  
[dave.pressy@mallcstl.com](mailto:dave.pressy@mallcstl.com)  
 314-566-3118

Greater St. Louis Flight Instructor Association  
Certified Flight Instructor \$1,500.00 Scholarship Application

Name of Applicant \_\_\_\_\_ Date \_\_\_\_\_

Address \_\_\_\_\_

City, State & Zip Code \_\_\_\_\_

Prior / Current Flight Training Location \_\_\_\_\_

Current Certificates and Ratings Held \_\_\_\_\_

Total Flight Time \_\_\_\_\_

Employer \_\_\_\_\_

Current Position Held \_\_\_\_\_

How Long in this Position, Years \_\_\_\_\_ Months \_\_\_\_\_

Current or Prior Colleges Attended \_\_\_\_\_

Total College Semester Hours Completed \_\_\_\_\_ Degree(s) Held \_\_\_\_\_

Have You Accomplished Any Prior Volunteer Work? Yes / No. Organization \_\_\_\_\_

If Yes above /Estimated Hours of Volunteer Work in the past 24 months? \_\_\_\_\_

Future Aviation Career Goals \_\_\_\_\_

Plan to Instruct: Part Time \_\_\_\_\_ Full Time \_\_\_\_\_

In applying for this scholarship, please include a one page business style letter description of your career goals and what you feel that you are able to contribute to the Certified Flight Instructor Profession. Please include a total of three professional references.

Scholarships are awarded annually each year at the annual GSLFIA awards banquet. The deadline for scholarship applications is 31 December 2018. Scholarships can be awarded prior to the start of training or after training is completed and payable to the flight training organization.

Please forward applications to;

Certified Flight Instructor Scholarship  
Greater St. Louis Flight Instructor Association  
16105 Swingley Ridge Road #4488  
Chesterfield, Missouri 63006-4488