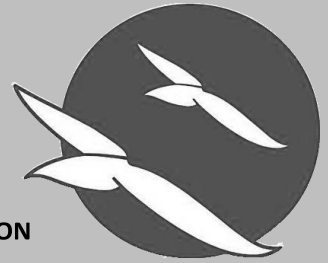


GSLFIA News

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



“Aviation Professionals Dedicated to Excellence in Flight Instruction”

Quality Flight Instructors Needed

The new Boeing forecasts for pilots and technicians has risen to record numbers. On July 24th, Boeing published the 2018 update for the need for pilots and technicians through 2038. The numbers of certified professionals needed in aviation rose significantly over the 2017 record shattering numbers.

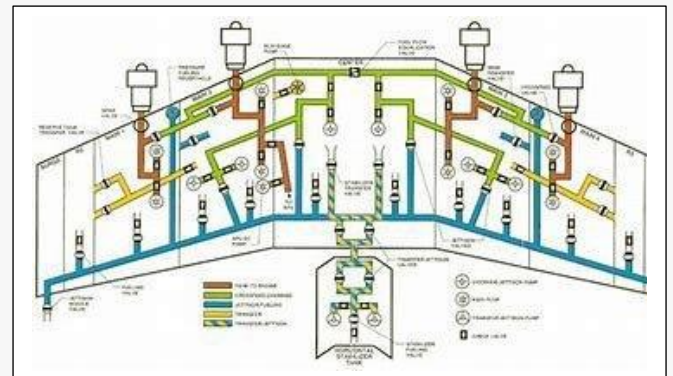
The 2018 forecast now indicates the need for 790,000 pilots that includes 635,000 airline, 96,000 corporate and 59,000 helicopter pilots that are now included in the annual forecast updates. Maintenance technicians need has risen to 754,000. Boeing anticipates that 42,700 additional aircraft will also be required over the next 20 years to meet world demand for air transportation.

A major shortage that is now impacting the industry is the need for experienced flight instructors. Most newly-minted instructors are quickly passing through the ranks on their way toward a Regional Airline career.



Flight schools that once had an abundance of ready and willing instructors, are now searching desperately for candidates to staff their training needs. As new students focusing on an airline career arrive, most will not be assigned the seasoned professional with thousands of hours of

experience. Today, many students are being assigned to last month's graduates. Although fully certified, their lack of experience affects the in-depth knowledge level that students need to learn today. Systems incorporated on FAR Part 25 category aircraft are dramatically different from the FAR Part 23 certified trainers. Many individuals who arrive at their new Regional Airline employer have never been exposed to systems and the technology that they will be challenged with as they start airline training.



Fortunately, we have a wealth of knowledge available, that if properly utilized, can help make today's future airline candidate the professionals that the airlines target. Like many other occupations, flight schools also need to recruit the frequently retired experienced veterans for instructors who hold substantial knowledge gained during decades of operations.

Today more collegiate programs are realizing the need for pilots to better understand the current technology and how aircraft systems function. Locally at Southwestern Illinois College, the pilot training program offers a number of systems training courses. The 50 hour ERJ 145 Aircraft Systems course covers the aircraft by the Airline Transport Association (ATA) chapter codes. This definitely provides an advantage for the student's better preparing them for their entry into a Regional Carrier training programs.

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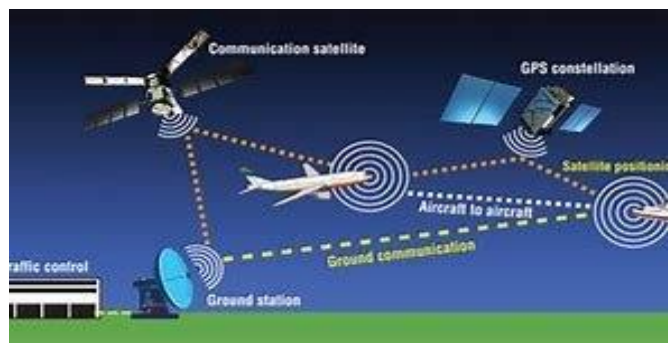
GSLFIA Tech Talk

August 2018 Tech Talk Updates

Members of the GSLFIA technical committee had a very productive visit with the STL TRACON last month. Here are a couple of thoughts the TRACON asked us to pass on to the GSLFIA membership and area pilots.

Occasionally aircraft operating in the STL area will be assigned a communications frequency of 125.2 MHz in the area known as the "Scott Shelf". Because of the antenna site locations, these aircraft occasionally find they have lost communications with STL TRACON. Remember, the controller monitors 121.5 MHz and may be trying to reestablish communications with you... which is another good reason to monitor 121.5 on your second aircraft radio. Other options include trying one of the other published approach/departure frequencies or relaying through another aircraft.

Another very important and often overlooked ATC phrase is "altitude indicates". Remember, the altitude the controller sees is only as good as the equipment in the aircraft. It is only after ATC validates the mode "C" that they will state the aircraft altitude without the "indicates" remark. Pilots should use caution when looking at altitudes of VFR aircraft displayed on their TCAS, ADS-B, etc. Type equipment.



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

GSLFIA Annual Membership Meeting November 12th at Creve Coeur features John Marshall

Save the date!!!!

The Greater St. Louis Flight Instructor Association is planning its annual membership meeting for 12 November at Creve Coeur Airport starting at 6:00pm.

This year we feel that we have an excellent venue for members and invited guests and organizations that will make the evening interesting and memorable.

Our guest speaker will be **Captain Ret. John Marshall**. John's extensive career begins as a former USAF pilot who flew B-25's and B-52's.

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.
- Commemorative Air Force Missouri Wing.
- Member of the Missouri Quiet Birdmen.
- Published author of numerous aviation history articles and active in the Pan AM historical group.

John's featured presentation for the evening will be his historic flight around the world in the Boeing 314 Clipper Flying Boat.



Photo Courtesy Pan Am Historical Group

Annual Membership Meeting Continued

The presentation is enriched with many memorable and unique photos of a once in a lifetime experience and adventure.

A total of 12 aircraft were built by Boeing, nine for passenger service and 3 for the military between 1938 and 1941.

Some information and amenities of the aircraft with two 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.



Here's an opportunity to meet with fellow GSLFIA members and friends. We also want to hear your ideas and recommendations of what we can do to help improve and support the flight instructors within the organization. Our primary mission is to promote instructor and flight training excellence enhancing **Knowledge, Safety, Professionalism and Proficiency**.

We will also bring everyone up to date regarding seminars, events and the educational support sponsored by the GSLFIA.

Free Food and Beverages Available

As always, we will provide plenty of food and beverages for everyone. Please **Save the Date** and mark you calendar to see what your GSLFIA is doing while working for you. Fly Safe!!!!

Keith Mueller President GSLFIA

Reasons to Pursue a Career as a Flight Instructor

It is widely known that the nation is facing a critical pilot shortage in the airline industry and the shortage has reached into the General Aviation training environment with most flight schools across the U.S. feverishly looking to hire CFIs. The following is an excerpt from an article found in an online newsletter published by an organization called the "*International Student Newsletter*" (HQ in Neptune, FL):

"There are several ways to make a career out of flying. Though the most commonly thought-of career option is that of a commercial airline pilot, many students who have received their instrument rating and Commercial Pilot certificate might choose instead to pursue a Flight Instructor certificate and start their career as a flight instructor. There are many reasons pilots might choose to become flight instructors. These reasons include:

1. Option to move on to work as a commercial airline pilot -

The most common reason people become flight instructors is to gain experience. Working as a commercial airline pilot is one of the most coveted positions in the aviation field, and airlines require pilots to have a great deal of experience before the airline will even consider hiring the pilot.

2. Ability to work for yourself -

As a flight instructor one can either work for an educational institution/flight school or open a flight program of their own. This is an extremely attractive option for flight instructors who are more independent and want to work for themselves.

3. Rewards of being a teacher -

When asked what they love most about their jobs, the first answer most flight instructors give is the thrill of imparting knowledge to their students. Any teacher or instructor knows the

Flight Instructor Career Continued

exhilaration of seeing a student finally "get" something that you've been teaching them or watching your student solo for the first time.

4. Challenging -

Working as a flight instructor is extremely challenging. It is said that the flight instructor certificate is one of the most difficult check-rides in all of aviation, many people who are drawn to the aviation field are looking for a challenge. As a flight instructor, you must be constantly alert, and you will certainly never be bored.

5. High demand for flight instructors -

Flight instructors are in high demand at the moment, and are expected to remain so for many years to come. Flight instructors are being hired by airlines faster than they can be replaced, which means that there is currently a critical need for qualified flight instructors.

6. Gain experience -

It is common knowledge that the best way to learn a subject is to teach it to someone else. This is no less true of aviation. By working as a flight instructor, your knowledge and flight proficiency will increase every day.

7. Meeting people -

As a flight instructor, you will meet many people from all walks of life, and they all share one important similarity with you: a love of flying. You will have the privilege of helping both international students and domestic students achieve their dreams of flight, and you will be the one who influences their future in aviation the most.

8. Salary -

In the past, earnings for full-time flight instructors have been fairly limited.

Flight Instructor Careers Continued

However, with the current shortage of flight instructors, pay and benefits are rapidly going up with many flight schools/FBOs also offering a “bonus” for different stages of employment.”

There are many other reasons to become a flight instructor. These are just a few that might be considered in the top 10 !!! Talk with your students and encourage them to consider a career as a flight instructor as a way to gain knowledge and experience on the path to becoming a commercial airline pilot.

Jim Stamm GSLFIA Director

A Note to all Flight Instructors

We’ve all heard about flight instructors who just say, “I’m Just a Flight Instructor”. Some even sound embarrassed listening to the tone of their voice. Perhaps you might take a moment and take another look at what you do, and how you change the world.

Name just one pilot other than Orville and Wilber Wright who didn’t have a Flight Instructor!

Many instructors don’t recognize and provide themselves credit for what they accomplish.

Flight Instructors,

- Change lives and launch careers.
- Train Military Pilots who protect our freedom and country.
- Train Airline Pilots who transport passengers and cargo around the world maintaining aviation as the safest form of transportation in the world today.
- Train Corporate Pilots who carry corporate executives worldwide helping to maintain and expand our nation’s economy as a leader in the free world.
- Provide the gift of flight to every student you train.
- Light the aviation fire in the minds of thousands of new students every year.

Please realize what you really do!!!!

Keith Mueller President

“Mentoring Our Youth – Intro to Aviation Ed”

Summer activities for youth were numerous, with lots of great exposure to aviation! Did you visit the Smithsonian Institute’s “Destination Moon” from 4/14-9/3. It was their traveling exhibition of the Apollo 11 Command Module at the SLSC, offering excellent exposure to history of aerospace & aviation. This was an excellent one-time opportunity for St Louis!!

On July 21st, six area organizations participated in “SciFest – 2018” at the SLSC. Over 5,330 people attended, visiting aerospace & aviation professionals in the St Louis area. Those organizations were: Air & Space Museum, EAA’s “Young Eagles”, GSLFIA, SWIC (Southwestern Illinois College), WIA (Women in Aviation), and WOH (Wings of Hope). Our exhibits were displayed near those for AIAA (American Institute of Aeronautics & Astronautics).



As the summer-break concluded, I spoke again with Dr. Tara Sparks (Asst Superintendent – Curriculum) at the Lindbergh School District. While they like other school districts expressed interest in aviation curriculum, various issues were impairments. So, I connected her with Cindy Hasselbring, Senior Director of the High School (HS) Initiative & Curricula at AOPA. They’ve developed with Purdue University their 4-year HS-Aviation/STEM program. The 9th-grade level is now used by over 80 school districts across our nation. Free to those school districts who partner with AOPA, I believe the Lindbergh School District will move forward in 2019-2020. Why I am excited? Simply, this fulfills a gap facing many school districts, for them to include aviation-education into their STEM programs.

Mentoring Our Youth Continued

So, what's next for aviation in the St Louis area? AOPA hosts their "Fly-In" at Carbondale's airport (KMDH) on October 5th-7th. Then the following weekend, Spirit of St Louis airport (KSUS) hosts their Air Show on the 13th-14th. Plus, "Girls in Aviation Day" will be in Carbondale on the 13th.

Jeff Rapp
Associate member of GSLFIA

The Annual 2019 GSLFIA FIRC Scheduled for January 19th and 20th.

The annual Flight Instructor Revalidation Clinic will soon be here. We want to ensure our members and the aviation community that the 2019 FIRC will be available on January 19th and 20th. Currently we don't have the specific location scheduled; however, you can plan to attend the FIRC at a Spirit of St. Louis Airport location.

The new training course outline with new subjects has just been sent to the FAA for validation. The GSLFIA provides one of the most unique FIRC's in the nation by utilizing a variety of speakers who are experts in their area of speciality. Our goal is to present the most accurate and up-to-date information that is currently available.

Coming Events in the St. Louis Area

Sept 15th – Sparta Aero's Flight Fest 2018. Open house and family day at Sparta Airport.

Sept 15th -Youth Aviation Day - Gateway Eagles of Missouri. St. Charles County Smartt Field.

Sept 22nd – Cajun Cookoff and Festival at Elite Aviation. Spirit of St. Louis Airport in Chesterfield.

Sept 29th - Annual Wings and Wheels event. St. Louis Regional Airport in Bethalto.

Oct 13th & 14th -Spirit of St. Louis Airport Airshow.

New Changes in F.A.R. Part 61. Have you Reviewed the F.A.R. Updates?

If you haven't reviewed recent updates to F.A.R. Part 61 of the Federal Aviation Regulations, it's time to do so. A summary of some recent changes are listed below.

F.A.R. Part 61.129 (3) (ii) Updates the requirements for the Commercial Pilot Airplane Certification Aeronautical Experience.

The change now provides for the ability to gain 10 hours of training in an airplane with retractable landing gear, flaps, and a controllable pitch propeller, turbine-powered airplane or a technologically advanced airplane. Review F.A.R. Part 61.129 changes and 61.129 (j) to determine the requirements for airplanes that qualify as a TAA airplane.

83FR30232 Effective 27 July 2018 contains the most up-to-date changes that impact pilots instrument recency of experience requirements. F.A.R. Part 61-51(g)(5) now states: A person may now use time in a full flight simulator, flight training device or aviation training device for satisfying instrument recency of experience requirements provided a logbook or training record is maintained to specify the training device, time and content.

Note: Reference F.A.R. 61.4 for Simulator qualification.

Note: An instructor must be present to utilize the time to log simulator time that counts towards a rating or certificate with an FAA approved device.

Please carefully read the most recent FAA published regulations for up-to-date accurate and correct information. Pilots are responsible to maintain their recency of experience IAW current Federal Aviation Regulations.

Be Safe, 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
2500 Vector Drive
Cahokia, Illinois 62206
Bill Macon, Owner
618-337-3400 jim.moseley@idealfbo.com
E-mail or call Jim Moseley for details

St. Louis Flight Training CPS
4020 Green Mount Crossing Drive #114
Shiloh, Illinois 62269
Ken Kopp, Owner
618-670-5782 Kwkopp762@gmail.com
Needing Full and Part Time Instructors

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
Contact Elite Aviation for current status.

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

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.

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

High Altitude Flight Training 1HO
Creve Coeur Airport
Maryland Heights, Missouri 63146
Douglas Pouk, President
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
markc3sg@msn.com
636-946-6066
Currently hiring Full Time CFI's. CFIIME a PLUS
E-mail Mark Couillard for details



Sparta Aero's Flight Fest 2018

9.15.18

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FREE PARKING!
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Young Eagle Flights
Helicopter Rides
Aircraft & Show Car Displays
Food Trucks & Vendors
50/50 Raffle & Prizes
Kid Activities
Live Music Performance
Band starts 1pm



*Pilots please supply chocks.