



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

## 2018 FIRC Planning Committee

We are currently in the development process for the coming 2018 Flight Instructor Refresher Clinic. The FAA has a number of required subjects that are mandated that every FIRC must contain to meet Federal requirements. At this time we are reviewing your feedback from the 2017 FIRC to add subject matter that has been suggested by those attending last year’s event. We are also planning to add additional subject matter speakers to the 2018 venue.

A very popular suggestion included the continuation of the continental breakfast along with the lunch provided by the G.S.L.F.I.A. on both days. We have received very positive feedback on this item. The GSLFIA breakfast and lunch provides convenience along with time for those in attendance to renew friendships and have additional time to relax between presentations.

## Ask our Technical Team!

Please don’t hesitate to contact our technical team with aviation related technical questions. We are here as a mentor to support your needs and questions.

## Coming Events and Seminars

July - Airline Standards Meeting – Trans State Holdings along with the G.S.L.F.I.A. is planning an Airlines Standards Meeting on July 20th at the Trans States Airlines Facility. Trans States is located at 11495 Nav Aid Road in Bridgeton, Missouri 63144. The event is scheduled to begin at 7:00 pm. The primary focus of this seminar is to provide individuals who are planning an airline pilot career an opportunity to learn more about expectations and the training process.

Management and training personnel will be present to discuss the steps that everybody will encounter once they meet FAA time requirements for F.A.R. Part 121. This is an excellent opportunity for someone currently in training or just interested in an airline career.

September – Loss of Control  
November – Aircraft Icing

## Airmen Certification Standards for Commercial Pilot Effective Date 1 July 2017.

July 1<sup>st</sup> marks the beginning date of the Airmen Certification Standards for Commercial Pilot Ref FAA-S-ACS-7. All instructors training students for the Commercial Pilot Certificates should have this reference in their library as well as their student’s libraries.

## GSLFIA Welcomes ELITE Aviation at Spirit of St. Louis Airport

Elite Aviation is open for business at Spirit! Elite sponsored an open house on Friday and Saturday June 23rd and 24th introducing their new organization to the STL aviation community. Elite is located at 18600 Edison Avenue. Aircraft displays including a Cessna 206 from Cessna and a Citation from Gate Way Jets.



Photo courtesy of The Aero Experience for Gate Way Jets

Elite provides a fleet of 4 Cessna 172’s. One is equipped with a G-1000 system.. A Red Bird flight simulator is also available for instrument currency or to help start that long overdue instrument rating that you have been putting off too long. The leadership team consists of John Tipton, Donna Tipton and Harry Hamm.

Currently a total of 6 instructors are available to provide instruction, discovery flights, aircraft checkouts, flight reviews or proficiency training that we all need to keep our skills sharp. Contact Elite at 636-778-4400 or by e-mail at [www.EliteAviation-Spirit.com](http://www.EliteAviation-Spirit.com)

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

16105 Swingley Ridge Rd. #4488

## **Mentoring Our Youth**

### **Introducing Aviation Education**

2017 continues with many opportunities for the GSLFIA!

Since the May newsletter, GSLFIA has participated in three aviation activities:

“Aviation Day” at Assumption Catholic School was held on May 12th. The audience was 5<sup>th</sup>-7<sup>th</sup> grade students. Participants included GSLFIA, Model Aircraft Association, Take Flight Girls, Air & Space Museum, a simulator demo by the Aviation Science department at SLU, and various aeronautics experiments by their science teacher.

Displays at the Scott AFB airshow were on June 10th and 11th. Keith & I represented GSLFIA. During the two day event we received many inquiries about aviation education and flight careers. Approximately 50 interested young adults visited the GSLFIA display and inquired about flight training and careers. Board member Craig O'Mara represented the CAF.

On June 15th, I met with Cate Edwards & Tim Mulhall of the St Louis Science Center (SLSC). They host a 4-week “Flight Academy” for youth. Each Friday, they work with Elite Aviation to provide the students with flights to reinforce the aviation topics taught during the week.

In the coming months, we're invited to participate with “SciFest” at the SLSC in September, the NCPN (National Careers Pathways Network) conference on October 25-27th, and the Girl Scouts “Shades of Green” at America's Center on October 28th. We're excited to be invited to showcase our aviation education offerings.

Curriculum planning & support will continue for the K-12 community. Our focus is to reach the younger students (middle-school level), by describing opportunities for aviation careers. With the acute need for pilots and other aviation professionals, we're contacting school counselors to assist with educating the high school students, who want to pursue aviation careers and need guidance for curriculum paths.

The GSLFIA supporting aviation education for our youth!

Jeff Rapp  
Associate member of GSLFIA

## Help Support the GSLFIA with Your Bookstore Purchases

Help Support the GSLFIA through 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 you and your student's needs.

Any Greater St. Louis Flight Instructor Association member who purchases Supplies– Texts– Materials from a Gateway Pilot Supply Facility, Gateway will make a donation to the GSLFIA Grant Fund in their 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!!!!

## Managing Distractions

As pilots we are constantly dealing with distractions that add to our workload and prevent us from focusing on what is important on each of our flights. Although I still do a bit of GA instruction, my primary teaching job nowadays is checking out new Captains and First Officers in 787's for a major airline. When we get onto the flight deck, one of the first things that I tell them is that one of your more important duties is to manage distractions. Flight Attendants are going to want a briefing or let you know about passenger or airplane problems; fuelers are going to want to confirm the fuel load that they're supposed to put on the airplane; dispatch wants to know if the flight plan is acceptable; mechanics are going to make sure that the aircraft maintenance log book is aboard and ask if we have any maintenance issues; agents are going to ask if we have all of our paperwork and that passengers are boarded and ask when they can close the aircraft door; push crews are calling on the flight interphone to ask if we're ready to push; ramp control is going to ask if we're ready to go; passengers very often want a tour of the flight deck and pictures with themselves and their children in the seat; and that's all when we're trying to preflight the flight deck and exterior of the airplane, load our Flight management systems, gather performance and weather data for the flight, brief takeoff and rejected takeoff procedures, run Preflight and Before Push Checklists etc. And that's just while we're getting ready to fly! I believe that one of the more important skills that we can teach our students is to "manage these distractions" that they WILL be faced with on every flight.

First let's take a look at what we should be doing when we fly. We teach our students the simple saying - "Aviate, Navigate, Communicate" - being careful to emphasize that this is the order in which we should accomplish these tasks due to their relative importance. What are we telling our students when we talk about this? "Aviate" means to focus your attention on manipulating the controls to produce the maneuver that we need to accomplish at a specific moment. For example, when we are preflighting the airplane we should be focused only on making sure that the airplane is SAFE and LEGAL to fly. It is very easy to be distracted by fuelers who want to know our fuel load, by mechanics who want to know if we have any squawks, by friends who might be flying with us who want to "help" or just carry on a conversation while we're conducting our preflight - more distractions! When we fly we have all of those distractions and more! When we should "Navigate", ATC is giving us clearances to do this or that, passengers want to ask questions about the airplane, the weather or the name of "town over there", and at the same time we're dealing with maneuvering the airplane, possible mechanical problems, weather decisions and how to work the new, latest avionics suite that we just "had to have" in the panel. When we should be "Communicating", again, we're faced with all of the previous distractions and now trying to remember that frequency that ATC just told us to contact, was that Kansas City or Chicago center, the guy who forgot to check his radio and called his company on "guard" (which you were also listening to – right!)

## Managing Distractions Continued

which blocked ATC causing you to have to ask for that frequency again!

So what do we tell our students? I had an old Wing Commander when I was in the Air Force who had a favorite saying - “keep the main thing - the main thing”. In other words, what is the immediate task that you need to accomplish? Then accomplish it before moving on to less important tasks. If I’ve started a turn, a climb or a descent then disregard, as much as possible, other tasks until those “Aviate” tasks are completed. If you’re programming that new GPS Navigator then concentrate on that until you have it programmed. If you’re in the middle of a conversation with ATC, ask your passengers to put their questions on hold until you’re finished “Communicating”. My wife says that women are better at multitasking than men and when I see all of the “balls that she juggles at the same time”, I believe her. But I’ve found that pilots are pretty good at juggling also, we just need to make sure that we know when to juggle and when to focus on the immediate task. So we tell our students that, while we do have to pay attention to everything going on in the airplane, we need to focus on the task at hand until we’ve either accomplished that task or at least enough of it so that we have a spare brain cell to use for the next required task. As an example, I tell students that when they’re climbing or descending to an altitude or turning to a new heading to focus only on starting that maneuver and then focus again when they’re finishing that maneuver so that they don’t fly past an assigned altitude or heading. A lot of altitude busts occur because we don’t discontinue other duties when we are about to level off. I use the “1000 feet to go” call to discontinue anything else that I’m doing and concentrate on leveling at the new altitude. I’ve noticed that most pilots have enough situational awareness to concentrate on “OTHER” tasks, such as navigating or communicating, after a maneuver has been started and prior to its completion.

The most important reason to make sure that our students are proficient at managing distractions is so that they can still produce a safe flight while they’re dealing with those distractions. But another responsibility that we have, as CFI’s, is to prepare our students for the check ride and DPE’s are required to use distractions during the check ride to see how the applicant handles those distractions and still flies a safe airplane. So, let’s make sure that we give our students the tools to, primarily, be safe but to also get through that check ride that you’ve both been working so hard to prepare for!

Craig O’Mara  
Director  
GSLFIA

## Are You Ready to Start that Airline Ground Program?

Now that the time requirements are in your logbook, are you ready to start drinking from the fire hose? Many today are not! Way too many of today’s aspiring young airline pilots are totally focused on hours in their logbook, reality is that time gets you to the interview but not through the training program. Today, nationally as many as 20% of the new airline pilot applicants wash out or barely make it through training.

Why? Having been in Commercial Aviation for a mere 37 years, I can say without doubt, many just don’t understand the machine or have the background to absorb tons of new material in such a short period of time. Prior training and background is very important when prepping yourself for that airline job. You can’t just memorize answers when it comes to understanding systems and what makes the machine and interrelated systems tick. Might work for a poorly taught Private or Commercial ground school class, but it doesn’t work in airline ground training programs. In reality, F.A.R. Part 23 and Part 25 Category Aircraft have dramatically different designs and design requirements. It’s not just a bigger C-172. Understanding systems is the life blood of the crew and the basic foundation of safety.

Before finding yourself in an airline ground program fighting for survival, consider investing in a F.A.R. Part 25 Category Aircraft Gen Fam (General Familiarization) course before it’s too late!!!

Keith Mueller  
President GSLFIA  
Coordinator of Aviation Flight & Management at Southwestern Illinois College

## 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 20 June 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	2008
"Advanced Avionics handbook"	FAA-H-8083-6	2009
"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
"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" Addendum		4/2015
"Instrument Procedures Handbook"	FAA-H-8083-16A	2015
"Parachute Riggers Handbook", Ch.1	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
"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	2006
"Powered Parachute Flying Handbook"	FAA-H-8083-29	2007
"Aeronautical Information Manual" Changes 1,2,3		Effective 4/27/2017
"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	

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.

Craig O'Mara  
 Director GSLFIA  
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 618-558-7211



**Job Announcement**

**Southern Illinois University Carbondale  
Department of Aviation Management & Flight  
Assistant Instructors (Flight)**

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*The College of Applied Sciences and Arts (CASA) at Southern Illinois University Carbondale is seeking qualified applicants for anticipated positions within CASA's Aviation Flight program. These are term non-tenure track appointments. Please apply by June 16, 2017 or until filled.*

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**Job Description and Responsibilities:**

To provide individual flight instruction to students enrolled in Aviation Flight courses, including preflight/post-flight inspections as well as maintaining the training records of assigned students. To assist faculty as needed in teaching aeronautical and aircraft systems classes leading to FAA Pilot Certificates and Ratings. To engage in other duties as determined by the Chief Flight Instructor.

**Salary:**

- \$3,000/Month
- Full State of Illinois benefit package included

**Required Qualifications:**

- Bachelor's Degree
- FAA Certified Flight Instructor- Airplane Certificate (CFI)
- FAA Commercial Pilot Certificate w/ Instrument Rating

**Preferred Qualifications:**

- CFII (required within four months from date of hire)
- FAR 141 experience within a University flight program
- Master's Degree

**Application Procedure:** Send letter of interest, current resume which includes verification of the above qualifications and flight hour summary, copies of certificates, and names, addresses/email addresses, and phone numbers of three (3) reference to [jvoges@siu.edu](mailto:jvoges@siu.edu) or:

John Voges, Chief Flight Instructor  
Department of Aviation Management and Flight  
545 North Airport Road  
Murphysboro, IL 62966

*\*electronic email submissions preferred*

*SIU Carbondale is an Affirmative Action/Equal Opportunity Employer of individuals with disabilities and protected veterans that strives to enhance its ability to develop a diverse faculty and staff and to increase its potential to serve a diverse student population. All applications are welcomed and encouraged and will receive consideration.*

Trans States Holding Company  
Presents  
**The Airline Standards Seminar**

Supported by  
The Greater St. Louis Flight Instructors Association  
&  
FAA Safety Team (FAASTeam)

Trans States Holdings is presenting an **Airline Standards Seminar** on Thursday July 20<sup>th</sup> at the Trans States General Offices and Training Facility located at 11495 NavAid Road in Bridgeton Missouri at 7:00pm.

This seminar is open to those who are planning or considering a career in Commercial Aviation. The seminar provides information by professional training personnel and company pilots on how to prepare yourself to be successful. Several speakers will discuss the airline training process once you are hired by a Commercial F.A.R. Part 121 Carrier.

Please register for this seminar on [FAA Safety.gov](http://FAASafety.gov) if you have access.  
FAA Wings credit is available for this seminar.