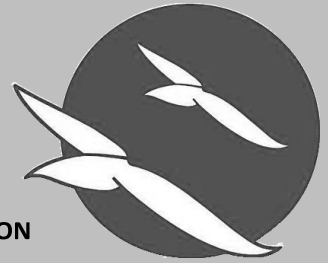


GSLFIA News

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



"Aviation Professionals Dedicated to Excellence in Flight Instruction"

Trivia Night, a Great Success!!!



The Greater St. Louis Flight Instructor Association held its first ever trivia night in partnership with Wings of Hope and Women in Aviation on March 12th. We are happy to report that the event was a resounding success. There were some real brain teasers mixed into the trivia questions and some aviation themed rounds as well. At the end of the standard 10 rounds of trivia, we ended up with a TIE! This forced a five question tie breaker round. After the tie breaker round, the teams were still tied and agreed to split the pot. Congratulations to Team Pogorelski and Team McAtee on your first place finishes.

Attendance for the event reached just over 80 participants. We were able to raise a total \$3,059.00 that was split evenly between Wings of Hope, GSLFIA and Women in Aviation. Proceeds will fund scholarships and help organizational goals for Wings of Hope. This event would not have been possible without the dedication

and hard work of all three organizations to make this event run smoothly. A special thanks to Laura Holland, Nick Loftus and Keith Mueller for their untiring hours organizing the event. We also want to thank Phil Dixon for technical support and Steve Leiber from Helicopters Inc for the

The Basics of Basic Med

On 15 July 2016 Congress passed the FAA Extension, Safety and Security Act of 2016 (FESSA). Section 2307 directed the FAA to issue or revise regulations to ensure that an individual may operate as Pilot in Command of a covered aircraft. This includes relief from holding an FAA medical certificate for certain pilots, and this relief is what we call Basic Med. So, what does that mean to us and our students?

By the time you read this (after May 2017) the changes to Title 14 CFR parts 61, 68 and 91 (FAR's to us old guys) will have gone into affect. The change affects the pilots who may comply with Basic Med, the airplanes that they may fly and what they may do with those airplanes.

To fly under Basic Med you'll need a U.S. drivers license and to have held any class of FAA medical certificate issued after 14 July 2006. You will need to download the "Comprehensive Medical Examination Checklist" from the FAA.gov website and get a physical from any state licensed physician who is willing to follow the checklist. You'll also have to complete a Basic Med medical education course in which you are taught to "self certify" your fitness to fly (don't we do that anyway).

If you choose to use Basic Med without an FAA medical certificate you're limited to an aircraft that carries not more than 6 occupants (not more than 5 passengers) and has a maximum certified takeoff weight of NOT MORE than 6,000 pounds. This covers almost all single engine aircraft and quite a few light twins, also. You're allowed to fly under VFR and/or IFR but LESS than 18,000 feet and not exceeding 250 knots (the regulation is not clear whether that's an Indicated airspeed or True airspeed). An important restriction is that you may NOT fly for compensation or hire.

There are, surprising (to me, at least) a number of disorders that you can fly with under Basic Med if you are willing to go through the Special Issuance process, which just requires a bit more paperwork and possibly a few more visits to your AME.

As I said, these are the basics to get you started. The FAA.gov website has much more information and a 10 page FAQ document which should answer any questions that you might have. For those who do NOT need a medical certificate this seems like a great way to continue flying! Please let me know

Trivia Night Continued

use of their amazing facility. Also Tim Long for several of the many items donated from organizations for the silent auction along with several individuals who donated items and The Wings of Hope for the use of their chairs.

GSLFIA Contacts

2017 Board of Directors

Officers

President

Keith Mueller

Vice-President

Dick Horowitz

Secretary

Nick Loftus

Treasurer

Scott Thompson

Directors

Tim Braun

John Ladley

Craig O'Mara

Greg Pochapsky

Dan Reed

David Pogorzelski

Lifetime Members

Elsworth Fildes

Fred Harms

Donald Hoffmann

James Judge

Marty Lansden

Edwin Meyer

Nathan Silverman

Webmaster

David Masson

GSLFIA Ambassador to Education

Jeff Rapp

E-Mail

Kvmueller1991@charter.net

Greater St. Louis Flight Instructors Association

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

Basics of Basic Med Continued.

if you need any more information and I'll get back to you ASAP!

Craig O'Mara

Director

Greater St. Louis Flight Instructor Association

618-558-7221

Craig.omara747@gmail.com

Ask a DPE Seminar Review

The GSLFIA just completed the second in a series of several featured "Ask a DPE" seminars on April 20th. Dan Reed a Designated Pilot Examiner and Board of Directors Member of the GSLFIA lead the discussion. The event was sponsored by the GSLFIA and hosted by Air Associates at the Chesterfield airport. The seminars are provided to help both instructors and students to resolve any specific questions that they have and provide them with the opportunity to discuss maneuvers and procedures that examinees are required to observe during the flight evaluation process.

Students also greatly benefit by having the opportunity to meet examiners which helps eliminate some of the anxiety associated with the check ride process. The event was attended by 26 individuals that consisted of several flight instructors and a significant group of Private Pilot, Instrument and Commercial Pilot applicants that have checkrides pending in the future.

GSLFIA Membership Drive Continues

The GSLFIA currently continues to promote it's a membership drive to help expand the organization and generate additional services to the Professional Flight Instructor and aviation community. Over the past several years we have substantially increased the number of service events to our membership and the aviation community. During 2016 we provided more than ten airport seminars and meetings to promote flight instructor and pilot knowledge in many areas. Six seminars were focused on the new certification requirements for Private Pilots and the Instrument rating when the Airmen certification Standards became effective on June 15, 2016. Additional seminars included, Aircraft Upset, Ask a Mechanic, All about ADS-B, The annual FAA Super Safety Seminar, Tours of FAA ATC facilities and more.

Please support the GSLFIA organization and help promote the membership. Mentor a fellow CFI to become a member in 2017. Associate memberships are also available that do not require holding a Certified Flight Instructor or Pilot Certificate.

Help Support the GSLFIA with Your Bookstore Purchases

Instructors and Pilots take note!!!!

You can also help support the GSLFIA through an area bookstore donation program. When it's time to shop for aviation related materials and supplies, please consider your purchase from the recent opening of a nearby aviation bookstore.

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 the needs of you and your student's. Any Greater St. Louis Flight Instructor Association member who purchases Supplies, Texts or 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 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!!!!

“Mentoring Our Youth”

2017 continues with many opportunities for GSLFIA. STEM education is gaining greater focus, and we're definitely involved!

Since the March newsletter, GSLFIA has participated in two other aviation events:

A STEM session was held at Mid-America airport on 2/28. Hosted by WTS (Women in Transportation), goals were to foster student career ideas within the aviation field. Nearly 45 8th-grade girls from Hawthorn Leadership School (a public all-girls STEM school in St Louis) participated.

On April 8th, the Boy Scouts held their annual “Aviation Day”. This event gives the scouts detailed info, to pursue the Aviation merit badge. Partnering with EAA's “Young Eagles” program, nearly 70 Boy Scouts & 20 Girl Scouts participated. For the Girl Scouts, I'm working with local scout leaders to bring their participation policies more closely in-line with the Boy Scouts.

Following the “STEM Fair” on 2/14, we've been invited to participate in four other conferences. The first is “Aviation Day” at Assumption Catholic School on 5/12. This audience is 5th-7th grade, and includes a simulator demo by SLU. The next is STEM pack at Ranken College, the weeks of 6/5-23. While there is no aviation-specific topic, we'll gain additional educator contacts (grades 6-12).

In October, we're invited to participate/speak at the NCPN (National Careers Pathways Network) conference. For this, we're working with AOPA and their “High School Initiative” program coordinator. This event will be held downtown on 10/25-27. Then on 10/28, the Girl Scouts “Shades of Green” will be at America's Center. This nation-wide event is held every five years, for nearly 10,000 Girl Scouts & Girl Scout leaders. Obviously, we're excited to be invited to showcase our aviation education displays.

Finally, we participated in a very large event on 4/25, at Mid-America airport. Advertised as “Aviation Day”, this conference hosted about 160 teachers from 13 different Illinois counties. Various offerings were held by GSLFIA and 30 other aviation organizations. The goals were sharing the awareness of aviation educational opportunities, similar to the STEM fair on 2/14 but on a larger scale. Dr. Kelly Remijan, the event

Mentoring Our Youth Cont

coordinator is working with our local aviation organizations along with the the director of the AOPA's High School Initiative program.

We hope that future curriculum planning will support development of efforts for the K-12 community. With these STEM events, we continue to be encouraged. Our focus is to reach the younger students by describing opportunities for aviation careers. Some of the goals also include programs that begin at the middle school level and and continue to scale up into the high school students. We know that career education begins well prior to the beginning of the college years. Therefore, we'll continue to encourage those schools to coordinate closely between teachers and counselors.

Jeff Rapp.

Associate member of the the GSLFIA.
GSLFIA Ambassador to Education

Photos of Teacher Aviation Education Day

Review page 8 for a few photos of "Teacher Aviation Education Day" at the Mid America Airport. More than 160 teachers from Central and Southern Illinois attended from 13 counties. Vendors provided a total of 30 displays both inside and outside of the terminal. A total of 9 aircraft were available on the ramp for teachers to view and speak with the pilots. Overall approximately 200 individuals participated in the event.

Tech Questions, Ask the GSLFIA

With this newsletter issue we are beginning our "Tech Questions, Ask the GSLFIA" column. Our focus is to provide answers to almost any type of flight instruction, operational procedures, maneuvers or technical reference information questions related to flight training. Please address questions to the GSLFIA at kvmueller1991@charter.net

STL Class B Operations

A recent hangar flying session revealed some pilots were under the impression that aircraft operating from a close-in airport (i.e. 1H0, CPS, SET or ALN) could obtain a clearance into the St. Louis Class B airspace by contacting the STL control tower directly and avoiding the requirement to contact the TRACON. To avoid any possible misunderstanding, the GSLFIA contacted the TRACON for clarification. In a recent Memorandum, the TRACON clearly stated "...T75 [STL TRACON] is responsible for initial sequencing and separation for all aircraft to STL". In conclusion, CFIs should instruct students to always make initial contact with the TRACON when desiring a clearance into the STL Class B airspace. Your questions are welcomed!!!!

GSLFIA Coming Events



STL TRACON Tour- Available on June 1st and 8th starting at 6:00 pm. Each tour is limited to a maximum of 25 participants. Please go on the FAAsafety.gov website and sign up for the event on SPANS. Arrive at the TRACON by about 5:45.

Airline Standards Seminar- Watch for the next Airlines Standards Seminar on the GSLFIA website that will be held at Trans States Airlines likely in July. The Airlines Standards Seminar is sponsored by Trans States Holdings and discusses what airline pilot applicants can expect when beginning the airline training program.

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 21 April 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
"Practical Test Standards - Commercial" Ch 1-4.	FAA-S-8081-12C.	6/1/2012
"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	

As always, please consult the latest **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

craig.omara747@gmail.com

618-558-7211



TOP-TIER PILOT PAY, PLUS \$30,000 IN SIGNING AND RETENTION BONUSES

**\$30,000
SIGNING &
RETENTION
BONUS**

BREAKDOWN

\$10,000 UPON COMPLETION OF IOE
\$12,000 AFTER YEAR ONE
\$8,000 AFTER YEAR TWO

**YEAR ONE
PAY
BY THE
NUMBERS**

BREAKDOWN

\$36,350 BASE ANNUAL PAY
\$22,000 YEAR ONE BONUSES
\$8,640 PER DIEM
\$4,771 BENEFITS*
\$3,600 HOTEL BENEFITS**

**UP TO
\$75,000**
MINIMUM YEAR ONE
COMPENSATION PACKAGE

**EARN AN
ADDITIONAL**

\$1,500

**FOR EACH PILOT THAT YOU
REFER TO THE COMPANY**

THERE'S MORE

- 75 hour minimum monthly guarantee (our pilots average 82 hours per month)
- 100% cancellation and deadhead pay
- 150-200% premium pay
- Per diem at \$180/hour
- Leg-by-leg pay protection
- 4 commuter hotels per month
- Performance bonuses
- Paid airport parking
- Fast Captain upgrades
- Seniority Reservation Program—Pilots who take advantage of this program may never sit reserve as a First Officer

**PROUD
PARTNERS OF**
American Airlines
UNITED

*Value of company paid insurance benefits (medical, dental, life, AD & D, and long-term disability) and company 401(k) contributions for an individual pilot

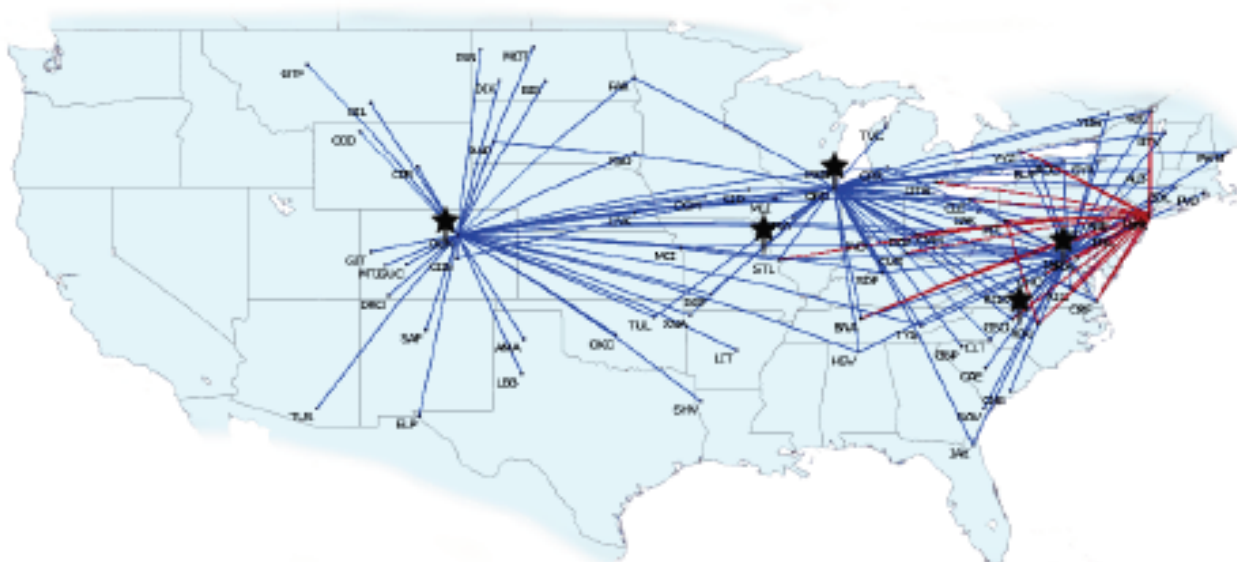
**For eligible pilots living outside of their domicile

PILOTHIRING@TRANSSTATES.NET





ROUTE STRUCTURE



- DENOTES AMERICAN AIRLINES FLYING
- DENOTES UNITED AIRLINES FLYING
- ★ DENOTES DOMICILES
- ✦ CHICAGO (ORD)
- ✦ DENVER (DEN)
- ✦ RALEIGH-DURHAM (RDU)
- ✦ ST. LOUIS (STL)
- ✦ WASHINGTON D.C. (IAD)

ROUTES MAY CHANGE WITHOUT NOTICE

PILOTHIRING@TRANSSTATES.NET



Teacher Aviation Education Day

April 25th Mid America Airport



