

November 2019 – ISSUE 1906

# GSLFIA News

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



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

## It's Time to Start Planning for the January 2020 Flight Instructor Revalidation Clinic

In keeping with a nearly 50 year tradition, the Greater St. Louis Flight Instructors Association (GSLFIA) is hosting it's annual Flight Instructor Refresher Clinic (FIRC) on 18/19 January 2020. Once again, Wings of Hope has graciously allowed us to use their hangar at the Spirit of St. Louis Airport (Same place as the last 2 years).

Aviation Training Seminars has agreed to take us through the course yet again and has also agreed to give us the 2019 rate of \$200.00 instead of their usual rate of \$255.00. We'll begin registration at 0730 at the hangar and the class will run until about 5:00 pm both Saturday and Sunday. We've had a lot of great feedback about ATS for the last 2 years, and I expect that same great product this year!! In order to register, please call their office at 800-257-9444 or sign up on line at [aviationseminars.com](http://aviationseminars.com) for the 2020 FIRC.



As usual GSLFIA will provide a continental breakfast and lunch. So come ready to learn and eat and we'll take care of the rest. My renewal is January, so I'm excited to get to join all of you this year. Thank you and let's make this the most well attended FIRC that we've ever had!!

Craig O'Mara

Director, GSLFIA

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## Returning to Flight Instruction

The need for personnel in aviation continues to skyrocket. The requirements for well-trained pilots, technicians and aviation professionals is reaching record levels. Several programs have been initiated to attract young students, career change adults and those who in the past left aviation and are now returning.



Record levels of retirements continue to dilute the experience levels that are so needed to maintain aviation as the safest mode of transportation. Over the past 50 years, we have seen wide ranges of experience required to staff the flight crews and technical support needed as aircraft advance to new levels of technology.

Locally, nationally and worldwide, the need for qualified and competent personnel exists. Locally, we have several flight training facilities and major maintenance resource organizations. The need for qualified personnel and the instructors to provide the training continues to grow.

The Greater St. Louis Flight Instructor Association feels that we can support the resources to support both the training and personnel need roles. Throughout the area, there are many retiring professional airline and corporate pilots who have earned their professional wings through flight instruction. Although it has been

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## Returning to Flight Instruction Continued

a number of years since their last hour of dual given, their knowledge, talent and many years of experience is a major asset to the aviation community.

The GSLFIA is interested in developing a seminar and recurrency program for those who have stepped away from an active instructor role. It may have been some time since you provided ground or flight instruction on VFR Cross Country ground or flight training, Soft Field Take Offs or Chandells; but your talent and experience is vital to the future aviation professionals.

The GSLFIA is soliciting your interest in attending a series of seminars that review the specific operations, training materials, maneuvers and operations needed to regain your flight instructor proficiency. Bringing your experience and knowledge into the instructor roles would greatly benefit the aviation community. Please contact us if this is a seminar that you are interested in attending.

### **GSLFIA Seminar**

#### **How to Prepare Your Aircraft for Cold Weather Operations**

Winter weather is close. If you haven't started preparing your aircraft as well as your cold weather planning for winter operations, it's now time to start. Preheating and initial warm up procedures are essential for extended engine life. Lack of preheating increases engine component wear and can contribute to a possible induction fire when excessive priming is used attempting cold weather starts. Also all frost or frozen precip must be removed prior to flight. We'll discuss some of the best practices.

The seminar "Prepare Your Aircraft for Cold Weather Operations" will be held at the Creve Coeur Airport on November 26th. The seminar is scheduled for 7:00 – 9:00pm. Deicing, Anti-Icing, Ground and Flight Operations including fluids will be discussed. Bring your questions along with another pilot or potential new aviator and we'll be sure you have a good time!! See you there!!!!

### 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 shortly. Please take the opportunity to complete the process and return the ballot via mail before the listed deadline date on the ballot.

### “Teaching Checklists and Flows”

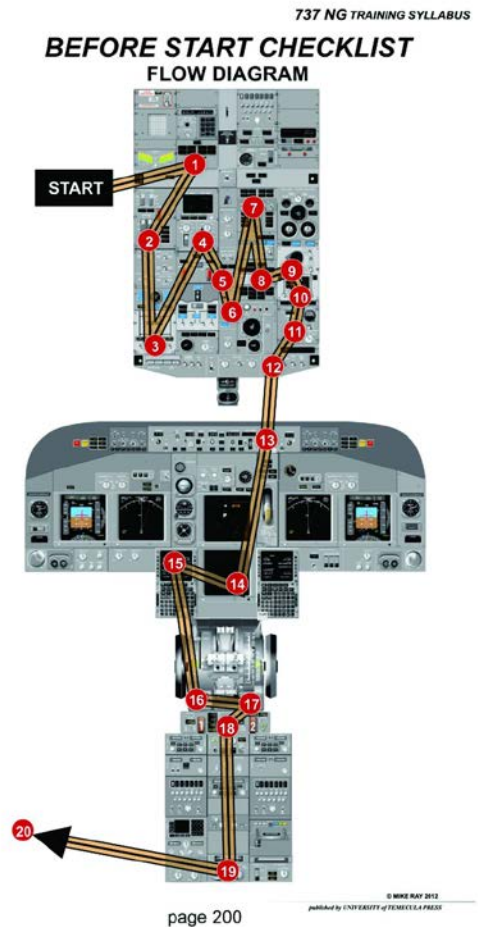
When I was a 16 year old kid learning to fly in the mighty Cessna 150 in 1970 I just don't remember using checklists (although we probably did and my memory is just getting that bad)! Why so much emphasis on them today? Do you know where they came from? Have you ever taught a “flow” to your students? How about checklists for multi crew operations?

In 1935, Boeing had just developed the Model 299 and was hoping to sell their new aircraft to the U.S. Army Air Corps so they took one to Wright Field in Dayton to demonstrate it. The Army's Chief Test Pilot, Major Player “Pete” Hill (for whom Hill AFB is named) and copilot, Lt. Don Putt were chosen to test fly the airplane with Boeing's Chief Test Pilot, Les Tower, and 2 more crew on board. Witnesses said that the aircraft pitched up and stalled on takeoff and crashed, killing Major Hill and, eventually, Les Tower. The accident board discovered that the control lock wasn't removed so the elevator was locked almost full nose up causing the aircraft to be uncontrollable (see TRIMOTOR CRASH on the internet and you'll see another aircraft that crashed on takeoff due to the control lock being missed - that airplane happened to belong to me and a couple of friends!). The conclusion was that the crew of the Model 299 - which became the famous B-17 “Flying Fortress”, was not accustomed to such a complex aircraft and that they missed the control lock. The remedy was to develop a list of controls that should be checked off as positioned properly - the check off list was born!

Today the use of the checklist (as we now call

### “Teaching Checklists and Flows” Continued

it) has been proven to improved safety by allowing pilots to verify that their controls and instruments are positioned properly for the appropriate phase of flight. And if that's not enough, the ACS requires us CFIs to teach our students to use checklists! How do you teach your students to use the checklist, as a “Read and Do” procedure OR AFTER a “Flow” to confirm that the controls/instruments are in their proper positions? I find what works best for me is to start a new student, who might not even know what the various controls and instruments ARE, much less how to use them, on the “Read and Do” method. The appropriate checklist is selected and the student starts reading the items and, one by one, positions the control/instrument in the position called for in the checklist.



## “Teaching Checklists and Flows” Continued

I would bet that all of you are teaching the use of “flows” even though you may not use that word. When you teach procedures such as CIGAR before takeoff or GUMP before landing, you’re teaching a “Flow”.

For those of you teaching in aircraft with more than 1 crew member you will need to introduce your students to the idea of one pilot flying the aircraft (Pilot Flying - PF) and the other pilot monitoring the flight (Pilot Monitoring - PM) and how they interact. I then proceed to explain the “Challenge and Response” concept where one pilot reads an item on the appropriate checklist aloud and “challenging” the other pilot to respond with the proper response. For more complex and advanced aircraft you may have an “Electronic Checklist” as part of your avionics system. Its proper use is an important skill - as they’re not as completely straightforward as you might think, especially when it comes to multiple problems triggering multiple checklists. The more advanced aircraft might have very thorough and somewhat complicated checklists buried in section 3 of their AFM’s, so many manufacturers have introduced an abbreviated checklist in the form of a Quick Reference Handbook or QRH, generally followed by use of the AFM.

Such a simple concept as the checklist can greatly enhance safety (or possibly even hinder safety, if the student becomes overly dependent on the checklist), so make sure that your students are very proficient in their use before you let them go on their own.

And, as usual, if you think that anything that I’ve brought out in this article could be improved please let me know so that I can pass that along in a future article and we can all learn from each other’s experience! Thanks for listening and I hope to get feedback on these articles!

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## How to be a Bad Flight Instructor !

It is human nature to focus on bad news and poor behavior. As a result, people will trend towards a negative impression far quicker than a positive impression.

Most flight instructors try to do a good job. However, a portion of the CFI population is generating poor perceptions. This article explores what is happening.

The root cause appears to be *motivation*. We all know that instructing is the number one path to building that precious 1500 hours. And we all know that many CFIs disappear from their flight school at 1501 hours. If you are instructing to get your 1500 hours, and are planning on leaving at 1501, you have created a scenario to be a poor instructor. Why – your motivation and focus is on time-building. We have seen a lot of this in the GSFLIA. From CFIs padding the Hobbs by excessive taxi, to flying longer cross country flights than necessary. It is fine to be motivated to



build your airline qualification, but you need to combine that with a motivation to be a good instructor.

Poor motivation results in a bad attitude. Bad attitude results in poor flight instruction.

I have seen the eye rolling and heard the groans when it is time for a long dual cross country. The attitude is obvious during the pre-flight planning. And it is easy to see that not much learning is occurring.

## **How to be a Bad Flight Instructor ! Continued**

At the GSFLIA we have confirmed students going to check rides with poor, if any, awareness of airspace. DPEs have reported poor documentation. Airplanes are not airworthy, and the students have no idea why. None of these examples is the fault of the student. The CFI is accountable for student preparation. Period.

If you are building time for the airlines, you need to remember this accountability.

You are not working for the airline yet. You must first do the task expected of you at the flight school. You need to embrace your accountability. Look at it this way – airline flying is a service job, so is flight instructing. Do a good job as a CFI, and you will be a better left seat someday. So maybe don't leave at 1501 -leave at 1510 hours if that is what it takes to finish a student to solo, or get them to a check ride. You'll sleep better.

John Ladley  
GSLFIA Board Member

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

Flying activities have dominated the St Louis area! Offerings for youth & education were at the top of the list. September 7<sup>th</sup> – 8<sup>th</sup> featured the “Air Show & STEM Expo” at KSUS, followed by a “Meet the Blue Angels” gathering at Wings of Hope.

The following Saturday was a Safety Seminar at KCPS. When that concluded, I drove to the Highland-Winet airport (H07) to fly a glider- a great way to learn more about aerodynamics. This should be a “bucket-list” item for every pilot (student, new, or experienced)! See more at [www.StLSoar.org](http://www.StLSoar.org).

Next, was a TRACON tour on November 7<sup>th</sup>. Thanks to Andrew Wilson of the FAA. Attendees consisted of 20 people: youth from the “Soar into STEM” program, some CFI's, and folks (mechanics, pilots, staff/volunteers) from Wings of Hope. This complimented their aviation knowledge.

On November 8th, myself, Randy Ottinger

## **“Mentoring Our Youth – Intro to Aviation Education” Cont**

(our FAASTeam rep), Judith Grigsby from the FAA, and Captain Roman Stolaski, Mehlville FD combined to share with students at Oakville High School (Mehlville School District). At the invitation of Kristin Pierce, teacher of their Aerospace Engineering class, we explored aviation, aerospace engineering, & drone technology with her 11-12 grade students. Our visit, complimented their “Project Lead the Way” studies (<https://PLTW.MST.edu/>).

November 10<sup>th</sup> – 12<sup>th</sup> was AOPA's annual “High School Aviation STEM Symposium”. I was excited to know that four teachers from the Lindbergh School District attended. This was very important milestone, knowing that it was “on their radar” since December 2018.

Do you recall my September article? I referenced AOPA's AV8RS membership, FREE for students ([www.AOPA.org/AV8RS](http://www.AOPA.org/AV8RS)). Plus, explore AOPA's scholarships for 2020 ([www.AOPA.org/Scholarships](http://www.AOPA.org/Scholarships)). Also, visit the “Wings of Hope” website (<https://WingsofHope.ngo/STEM>) to learn more about their “Soar into STEM” program for high school youth.



When you must stay grounded, desktop-learning offers good articles in magazines: AOPA's “Flight Training”, EAA's “Sport Aviation”, FAA's “Safety Briefing”, and webinars by FAA “Flight Safety” team's website. *Note - “Safety Culture” is again, the theme in the FAA's September/October 2019 issue.*

## **“Mentoring Our Youth – Intro to Aviation Education” Cont.**

Finally, take time to further engage aviation education into the existing STEM curriculum of various school districts. For students, they are aviation’s future – encourage & mentor them. If you’re an EAA member, encourage them to participate in the “Young Eagles” programs.

The GSLFIA invites your support to help educate future pilots & Flight Instructors of tomorrow. Contact a board member, if you’d like to help.

Jeff Rapp  
Associate member of GSLFIA

## **New Protocols for Diabetic Pilots Seeking Air Transport and Commercial Pilots Medical Certification**

Diabetic pilots, note the most recent updates from the Federal Aviation Administration regarding medical certification. The letter below was recently published on the FAA Web site.

Today [the Federal Aviation Administration \(FAA\)](#) published in the [Federal Register](#) a notice on a Diabetes Protocol for Applicants Seeking to Exercise Air Transport, Commercial, or Private Pilot Privileges. The innovative new protocol makes it possible for airline transport or commercial pilots with insulin-treated diabetes mellitus (ITDM) to potentially receive a special-issuance medical certification.

[Medical science](#) has come a long way in the treatment and monitoring of diabetes. This new medical protocol takes into account medical advancements in technology and treatment and opens the door for individuals with ITDM to become airline pilots.

## **New Protocols for Diabetic Pilots Seeking Air Transport and Commercial Pilots Medical Certification Cont.**

Since 1996, private pilots with ITDM have been issued medical certificates on a case-by-case basis after assessing their risks. This new protocol is based on established advancements in medical science that make management and control of the disease easier to monitor thereby mitigating safety risks.

To be considered under this protocol, applicants will provide comprehensive medical and overall health history, including reports from their treating physicians, such as their endocrinologist. They will also provide evidence of controlling their diabetes using the latest technology and methods of treatment being used to monitor the disease.

The FAA developed the new protocol based on the reliability of the advancements in technology and treatment being made in the medical standard of care for diabetes and on input from the expert medical community.

Public comment on the new protocols closes 60 days from the date of publication. The new protocols are effective November 7, 2019. However, the FAA may revise the new protocol based on comments.

**Contact:** Marcia Alexander - Adams  
**Email:** [marcia.adams@faa.gov](mailto:marcia.adams@faa.gov)

**Remember!**

**A safe pilot is always learning!!!!**

**Fly Safe!!**

## **ATTENTION: Instructor Needed**

### **Southern Illinois University Carbondale**

#### **Aviation Management Program, Assistant Lecturer/Assistant Professor of Practice**

The College of Applied Sciences and Arts at Southern Illinois University Carbondale is seeking qualified applicants for one or more full time, term, non-tenure track faculty positions within ASA's Aviation Management program beginning August 16, 2020.

**Required Qualifications:** Master's Degree in appropriate area, ABD or Doctorate preferred. Minimum two years post-secondary teaching experience and related industry experience required. For a selected individual holding a doctoral degree, the appointment will be at the rank of Assistant Professor of Practice.

**Responsibilities:** To teach one or more of the following courses: Aviation Management Writing and Communication, Aviation Industry Regulation, Air Transport Labor Relations, Airline Management, Airport Planning, General Aviation Operations, Aviation Security Management, Air Traffic Control, Airline Turbine Aircraft Operations. To maintain appropriate office hours and to assist students with program-related matters. To attend department meetings as required. To engage in other assignments as determined by the chair of the department.

**Application Deadline:** January 31, 2020 or until position(s) are filled. To apply: email letter of interest that identifies three courses you feel qualified to instruct; current vitae/resume; names, addresses, and phone numbers of three references to

Michael Burgener, Interim Chair  
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