

GSLFIA News

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



"Aviation Professionals Dedicated to Excellence in Flight Instruction"

FIRC Complimentary Meals

A Complimentary Continental breakfast and lunch is provided for attendees. We want to provide the best and a relaxed environment for your learning experience and eliminate the need to travel outside of the facility for lunch. This provides you with the opportunity to share experiences with fellow instructors and renew friendships with fellow aviation educators.

New Newsletter Section Coming in the March Issue

Ask our Technical Team Newsletter Section - Coming next issue. Please don't hesitate to contact our technical team with aviation questions. We are here as a mentor to support your questions.

GSLFIA Supports Youth Aviation

Mentoring our Youth—The GSLFIA is providing support to our youth through area STEM presentations. Jeff Rapp is the GSLFIA Youth Mentoring Administrator who is working together with Laura Holland, the VP of the local STL chapter of Women with Wings organization. Together they are bringing aviation education to today's young students.

Coming Events

January 21st & 22nd FIRC at SUS 6:30pm

January 19th Single Pilot Crew Resource Management (CRM) CPS Fire House 6:30pm. Sponsored by Ideal Aviation.

January 26th CFI Forum Startle Response Sponsored by Air Associates SUS 6:30pm

February 16th Personal Minimums CPS Fire House 6:30p. Sponsored by Ideal Aviation

STL Super Safety Seminar – Coming in March. Watch the FAA FAASiteTeam SPANS notifications for further information.

Just Weeks Away! 2017 Flight Instructor Revalidation Clinic & Membership Renewal The FIRC is FREE if You Qualify

The Flight Instructors Revalidation Clinic (FIRC) date of Jan. 21-22, 2017 is fast approaching. The FIRC will be held at **Helicopters Incorporated, Spirit of St. Louis Airport Location, 18366 Wings of Hope Blvd., Chesterfield, MO 63005**. See the flyer for directions.

A CFI qualifies for the free rate if he or she did not attend the GSLFIA FIRC in 2015 or 2016. This is a great opportunity for CFI's who have never attended a GSLFIA FIRC or for those now "out of sync" with the January FIRC due to obtaining an additional rating, etc. These Instructors can experience the excellent GSLFIA FIRC and get into the January revalidation cycle FREE! **An individual can only attend one FIRC free.**

The FIRC early registration fee is **\$200 if postmarked by January 14th** and includes the 2017 association membership dues. The fee at the door will be \$225. If you have not registered for the FIRC or renewed your membership you should have recently received by mail a FIRC Registration/Membership Renewal letter. Please register for the FIRC or renew your membership using the form on the back of the registration/renew letter. **Please return the FIRC Reservation/Membership Renewal form and if appropriate, with a check enclosed to: GSLFIA FIRC, 16105 Swingley Ridge Rd. #4488, Chesterfield, MO 63006-4488.**

Your continued membership and participation in the GSLFIA FIRC helps achieve our goals to further the flight instructor's development and promote aviation safety. These goals are accomplished by presenting the Flight Instructors Revalidation Clinic (FIRC) each January and holding educational seminars for instructors and pilots. We provide scholarship funds for developing CFIs and publish a handy Pocket Directory of members.

We look forward to seeing you at the FIRC.

GSLFIA

Contacts

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Mentoring Our Youth

2017 will be an exciting year for aviation in the Greater St. Louis area. Much progress has been made since this column started in the November 2016 newsletter.

On November 18, Laura Holland and I met with the staff of Sandra Knight., Professor / Career Counseling at the St. Louis Community College (STL-CC). They were very receptive to our sharing of info and materials about aviation careers. Laura and I represented the young and old (myself) including aviation interests from both genders. I earned my pilot license via Spirit of St. Louis; Laura is VP for "Women with Wings".

At that meeting, we shared information about the numerous opportunities for aviation careers. We also shared articles from AOPA's December issues (2015 & 2016). Sandra's staff learned more about aviation and how to better counsel their students. Since we know this education begins prior to college, we encouraged them to share the same with their colleagues in the area high schools.

Continuing this effort forward, in early December, I learned about a STEM Conference for St. Louis educators. This will be held on February 14th which GSLFIA is preparing a display of aviation offerings. Participants will include the Air and Space Museum, Air Associates Inc. Ideal Aviation, the FAA, NASA, STL-CC, SWIC and the "Young Eagles" program with the EAA.

We're very encouraged to participate in the Missouri STEM Conference and look forward to the same with a similar conference in April at the Scott A.F.B. Mid America Airport for Illinois teachers. Look for more on that session in the March GSLFIA newsletter.

Jeff Rapp

Associate Member of the GSLFIA

Help Support the GSLFIA with Your Bookstore Purchases

Help Support the GSLFIA with 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 your 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 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!!!!

2017 Scott A.F.B. Air Airshow.

Dates for the Scott AFB Airshow are June 10th & 11th 2017.

Loss of Control - Inflight (LOC-I)

Your student is turning final with a strong overshooting wind, the student is fairly low, a little bit slow and the strong crosswind is blowing him past the runway. He doesn't want to go around so he increases rudder pressure toward the runway to bring the nose around while he maintains the shallow bank that you taught him to use while in the pattern. He is now just 300 feet off the ground. His airspeed is decreasing toward V-stall. He's very uncoordinated and then it happens: he stalls, the airplane starts a rotation and then - you wake up! And you resolve to make sure that you do all that you can do to make sure that your nightmare doesn't come true.

Since over 40 percent of fixed wing GA fatal accidents between 2001 and 2011 occurred because pilots lost control of their airplanes the NTSB has put Loss of Control - Inflight (LOC-I) on its 10 "Most Wanted" list. Of the approximately 450 people killed every year in GA accidents, LOC-I is the number 1 killer and it happens every 4 days!

What are we doing wrong and what can we as CFIs do about it to keep our students from becoming a statistic? First of all let's talk about how the FAA defines it. From their "Fly Safe: Prevent Loss of Control Accidents" ([FAA.gov](http://www.faa.gov)) website they say, "A Loss of Control (LOC) accident involves an unintended departure of an aircraft from controlled flight. LOC can happen because the aircraft enters a flight regime that is outside its' normal flight envelope and may quickly develop into a stall or spin." They go on to cite a number of contributing factors: "poor judgement/aeronautical decision making, failure to recognize an aerodynamic stall or spin and execute corrective action, intentional regulatory noncompliance, low pilot time in aircraft make and model, lack of piloting ability, failure to maintain airspeed, failure to follow procedure, pilot inexperience and proficiency, or the use of over-the-counter drugs that impact pilot performance." That's a lot of causal factors, many of which we, in the flight instruction community, can address. But let's start by looking at just one or two in this article and we can talk about how to mitigate other causes in the future.

One of the causes is "failure to recognize an aerodynamic stall or spin and execute corrective action", which goes along with another factor, "failure to maintain airspeed". Do you find that you teach stalls as a "procedure" - 1. Clear the area, 2. Reduce power while holding altitude, 3. When the aircraft breaks, lower the nose and add power or something like that, depending on the "type" of stall? Or, do you try to simulate real world

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Loss of Control in Flight LOC-1(Continued)

situations, something like: after a very thorough discussion of the aerodynamics of the stall and spin on the ground, what and why we're trying to learn through stall/spin training:

5. The more common situations/conditions that are most likely to produce a stalled condition (teaching them to stay away from those conditions is one of the more important lessons in my book!) and that it really can occur in any attitude. AOA dependent NOT attitude dependent!
6. What the indications that a stall is about to happen look/feel like - usually they are; reduced indicated airspeed (1 "g" stalls), pitch attitude higher than usual (again 1 "g" stalls), control forces usually diminish (except in pitch if you trimmed for faster than V-stall) as well as control effectiveness, sounds diminish as speed decreases, you may get an aural and/or visual stall warning depending on the aircraft, then maybe a good "pitch break" with or without a roll, or maybe just an increased sink rate - again depending on the aircraft.
7. After they've learned all of the indications that a stall is imminent and what an actual stall feels/looks like then we teach them how to recover from a stall (I usually teach "no power" recoveries for the first time or two just to reinforce the fact that the stall occurs due to exceeding the stall AOA and recovery occurs by reducing AOA and has nothing to do with power) and climb away from the ground.
8. We always talk about coordination and it's relation to the spin scenario.

I'm sure that we're all proficient in the ACS dictated stalls but how many of us have practiced the more "advanced" stalls - "cross controlled", "accelerated", etc. When was the last time that you actually practiced spins - when you trained (not even "checked", since most FAA and DPE's just look at your spin endorsement - they're not crazy!) for your initial CFI, how long ago was that and how comfortable are you today with spins and the "advanced" stalls? What if your student got you into one or asked you to demonstrate one - would you feel comfortable? So, getting back to our original question of how to make sure that "nightmare" doesn't happen - how do YOU get more comfortable so that you can teach more "realistic" situations and spins if you chose and the student asked (not required by the ACS, but it doesn't say that you CAN'T) and maybe keep that student from falling into the all too common LOC-I trap?

May I make a suggestion? How about getting re-familiarized with stalls/spins yourself? We are privileged to have an expert in stall/spin training very close to most of us who would be a great resource. Jim Heinz has been teaching LOC-I/Upset Recovery/Aerobatics in a Super Decathlon at SET through St. Charles Flying Service for years. In fact, one of our local corporate aircraft operators thought it important enough to send all of their pilots to Jim so that they and their passengers avoid Upsets/LOC-I. Having flown a number of times with Jim, I know that we would all benefit from some dual instruction. As one of our nation's leading flight training provider's uses to advertise its flight training, "a good pilot is always learning". I think that we could also say that "a good CFI is also always learning"! Contact Jim at St. Charles Flying Service (800-447-6066, 636-946-6066) or at jvheinz@stlfoodingredients.com. If you don't feel that you've improved your skills and become a better/safer pilot and CFI I'll pay for Jim's time for your flight (boy, that's going to get me in trouble when my wife finds out)!!

As I write these articles, I often wonder if anyone gets anything out of them, so please send me your feedback. Let me know what else you'd like to hear about. Thanks and as always, let me know what else your GSLFIA can do for you!

Craig O'Mara
Director, GSLFIA
618-558-7211

SWIC Launches New Aviation Training Programs

Southwestern Illinois College (SWIC) recently added two additional Aviation Programs to the current programs that include; Aviation Pilot Training, Aviation Management and Aviation Maintenance.

Helicopter Flight Training

The current Aviation Flight Training fixed wing program now incorporates a Helicopter Flight Training Option. The Helicopter flight program is fully accredited and is VA approved. The program is offered through a joint agreement with Midwest Helicopter and SWIC. Classes are available and starting on January 16th 2017. Ground training classes are taught at both the main campus in Belleville and on the St. Louis Downtown Airport. Graduates hold an AAS degree in Aviation Pilot Training.

Aircraft Dispatcher

An Aircraft Dispatcher program has also been added to the aviation programs now offered by Southwestern Illinois College. The Aircraft Dispatcher program can be accomplished as a “Stand Alone” program or can be incorporated into the AAS Degree in Aviation Management. The current demand for aircraft dispatchers continue to grow along with significant opportunities in the airline industry.

Building Time in St. Louis

Many veteran Pilots claim the hardest hours to get are the first 1,500. I have found this to be right on point. I'm sure there are many different reasons from one pilot to another. Or, you could be one of the lucky ones who went right from flight training into the right seat of some sort of crew. For the latter, congratulations to you. For the rest of us, we must lay the ground work for the road to 1,500, or 1,200 if you received your training from a University.

First and foremost you must be ready to work! If you expect to have the 1,500 handed to you by riding coat tails, and coasting through, I'm sure it will be get done at some point, but what did you learn along the way? I cannot speak for the prospective employee, however, I've often heard an undertone of, did you fly the same path over and over for 1,500 hours, or did you pepper diverse routes and seasons within that 1,500 hours? Any quality 142 simulator operator will know within the 1st 15 minutes what you did.

For me, time building came about through flight instruction. Teaching the profession is an exemplary way to learn ones craft. Through most constructive learning sessions I had, were from disagreements between flight instructors, discussing topics none fully understood. There are some subtle differences between flight instruction facilities, and how it relates to the rate at which you amass hours. In the collegiate environment, one could expect an average of around 40 hours a month. Slow way to go if your only concern is to simply log the 1,500 hours. This may not be such a bad way to go if you have other needs such as taking college classes at no charge (Benefit at Saint Louis University).

Teaching at a non collegiate flight school be it part 61, or 141 will provide a more liberal accumulation of flight time. According to a flight instructor from Saint Charles Flying Service, an average of 75 hours a month is not uncommon. A flight instructor at a flight school has many different roles in this environment. On one flight the instructor may have a flight review, the next a flight lesson for a primary student followed up by an advanced student. All along this flight instructor gives potentially less ground” instruction, However, this in no way means that the flight student will be deprived of any knowledge. In this case, the student is expected to be more self reliant especially if they did not sign up for a weekly private pilot ground school (usually taught in the evening).

The prior discussion assumes the newbie pilot chose a traditional path of obtaining certificates, then Flight Instructor to build time. There are other ways, such as pipeline inspection (not sure of any in St. Louis). Photography (Surdex and Air Associates). If you are really ambitious, Wings of Hope requires 1,000 hours and a commercial instrument certificate. The kind of flying they provide will provide for many interesting flights.

The following is a short list (not all inclusive) of companies that may potentially hire new low time pilots:

Surdex is one of the countries's premier providers of high-quality digital mapping / Geographic Information Systems (GIS). With a fleet of aircraft and multiple acquisition options, Surdex now provides complete geospatial solutions for the public sector (federal, state, county, municipal) and private sector clients (oil and gas, transportation, utilities, engineers, developers, etc.) throughout North America. Surdex has a base at Spirit airport and would provide many opportunities for time building, and permanent employment. Surdex requires a commercial pilot certificate with a Multi-Engine rating. Though it is possible to be hired with a commercial SEL they just don't have many contracts that use single engine aircraft.

Surdex
520 Spirit of St. Louis Blvd
Chesterfield, Missouri 63005
636-368-4400

Traffic Watch Airborne 1. We have all heard them over the radio if you fly early in the morning or during afternoon rush hour. Ideal Aviation is the current provider for traffic watch contracted through KMOX a local AM radio facility. Ideal Aviation has been in operation since 1983 and is based at the St. Louis Downtown Airport.

Ideal Aviation
2500 Vector Drive
Cahokia, Illinois 62206
618-337-3400

St. Louis University Parks College. Flight School #1 Parks College was founded by Oliver Parks in 1927, just two months after Charles Lindbergh's flight across the Atlantic. Working as a flight instructor for Parks College has many benefits, some of which include tuition remission, competitive pay and benefits package.

St. Louis University
4300 Vector Drive
Cahokia, Illinois 62208
314-977-9569

St. Charles Flying Service Since 1968. St. Charles Flying Service has helped thousands of people reach their professional and recreational aviation goals. Their flight school is the only FAA Approved Part 141 Flight School in the St. Louis Metro Area, offering flight training in single and multi-engine aircraft from Light Sport to Airline Transport pilot with ground school courses.

St. Charles Flying Service
6016 Portage Road
Portage Des Sioux, Missouri 63373
636-946-6066

Air Associates of Missouri – Established in 2002 when T & C Aviation Enterprises, Inc. Purchased a small FO on Johnson County Executive Airport (OJC) and began operating as Air Associates of Kansas. They also have an aerial mapping division based out of Kansas City Missouri.

Spirit of St. Louis Airport KSUS
18600 Edison Ave
Chesterfield, Missouri 63005

Tim Braun Flight Instructor
GSLFIA Director

