



“Aviation Professionals Dedicated to Excellence in Flight Instruction”

It's time for the GSLFIA 2021 FIRC scheduled for January 16th & 17th.

In keeping with the 50 year plus tradition, the Greater St. Louis Flight Instructors Association (GSLFIA) is hosting it's annual Flight Instructor Refresher Clinic (FIRC) on 16 & 17 January 2021. Once again, Wings of Hope has graciously provided us with the use of their hangar at the Spirit of St. Louis Airport located at the Wings of Hope facility 18370 Wings of Hope drive, Chesterfield, Missouri 63006 (Same location as the last 3 years).



Aviation Seminars will be providing the seminar again this year. The FIRC early registration fee is \$200.00 and includes the 2021 association membership dues. The fee at the door for late registrations will be \$225.00. We offer CFI's the opportunity to attend the January 2021 FIRC free. A CFI can attend and revalidate at the FIRC free if you meet the following conditions: If you have not attended the GSLFIA FIRC in 2019 or 2020 and have never attended a free FIRC at GSLFIA. Auditing the FIRC will be available on a space available basis for \$50.00 daily.

We'll begin registration at 0730 Saturday morning. The class on Saturday will run to 6:00 pm and complete on Sunday at 5:00 pm. We have received great feedback about Aviation Seminars for the last 2 years, and I expect that same great product this year!!

January 2021 FIRC Continued

As usual, the GSLFIA will provide a continental breakfast and lunch on both days. So come ready to learn and we'll take care of the rest. The in house lunch also provides those in attendance the ability to spend some additional quality time renewing old friendships and starting new.

If you are planning to attend the FIRC go to the GSLFIA website (www.gslfia.com) and select "FIRC" at the top of the homepage. Then select "FIRC Audit" if you want to attend but not renew. Select "FIRC Registration" if you want to renew/revalidate your Instructor Certificate. If you are not planning to attend the FIRC, you may renew your membership for 2021 on the GSLFIA website (www.gslfia.com) by selecting "Membership" at the top of the home page. Then select "Membership Renewal" and follow the instructions to complete the renewal.

Since my renewal is also in January, I'm excited to get to join all of you this year. Thank you and let's make this the best attended FIRC that we've ever had!! Please pass this information along to your friends as well. Auditing the FIRC is also a great opportunity for those planning to become a CFI as well. Looking forward to seeing you there!!!

Your continued membership and participation in the GSLFIA FIRC will help to achieve our goals to further the flight instructor's organization development and promote aviation safety. These goals are accomplished by presenting the Flight Instructors Revalidation Clinic (FIRC) each January, Round Table Discussions and Safety Seminars for all pilots..

January 2021 FIRC Continued

We provide scholarship funds for developing CFIs and provide a membership directory on the GSLFIA website.

In the future we plan to restore our schedule of airport seminars and educational training events as the COVID situation allows. Looking forward to meeting with all of you again.

Craig O'Mara
Director, GSLFIA
Craig.omara747@gmail.com

Future GSLFIA Newsletters

With the development of the new website we will eventually no longer mail out the GSLFIA newsletters. The newsletter will be available on the website on the same schedule as past mailings during, January, March, May, July, September, November and December. We will continue to email special events, notices of airport educational seminars etc.

You are important to the association. Your continued support helps maintain a strong and active force in the St. Louis Aviation Community. Participation in the GSLFIA and FIRC is an investment in your local aviation community!!!

Annual Election of Officers

The annual election of GSLFIA officers for President, Vice President, Secretary and Treasurer will be accomplished via the following link. The ballot can be found at www.gslfia.com/election

Coming in 2021 The Rusty Instructor Seminar

We haven't set a date due to COVID but as ability permits, the GSLFIA will be providing a two day Rusty Flight Instructor Seminar when able in 2021. The seminar is designed for flight instructors who haven't exercised their certificate for some time and need a little catch up to rejoin the active flight instructor roles. Watch for further details or contact a board member.

JOINT GSLFIA AND WINGS OF HOPE TRIVIA NIGHT

**AIRPLANE
AVIATION CINEMA
VIRTUAL TRIVIA NIGHT
SATURDAY NOV 14th
SPONSORSHIP
OPPORTUNITIES
AVAILABLE**

Event opens at 6:30pm
Trivia Starts at 7:00pm
Seats are \$30.00 Per Person
or \$220.00 for a Table of 8

See Pages 8 and 9

New GSLFIA Website has Finally Arrived

The GSLFIA new website is finally a reality. It's been a long time coming but take a moment and check us out at www.gslfia.com



See the article on page 2 of this newsletter that provides a more in-depth projection of what the new website will provide.

New Website Details

The re-designed GSLFIA website is your source for aviation Q&A, plus connectivity to specific aviation resources!

The “home” page displays our familiar GSLFIA logo (“Home” icon). It has focused function & easy navigation. Access will continue to be on personal computers (PC’s to me), plus portable online devices (e.g smart-phones & tablets). Enjoy the online experience!

After months of requirements-gathering and meetings with our website designer (Beanstalk Web Solutions), our website is open for use – YEAH. We’ve already signed-up new members, with more via the Member Renewal and FIRC registration!

No more paper – the website will be our standard access to GSLFIA, so navigate through the web-pages. Like other aviation processes, (e.g getting a weather-briefing, filing a flight-plan) – aviate, navigate, communicate – GSLFIA.com makes it easy for everybody!

To help you get comfortable, the ...

- A. “Home Page” displays our familiar GSLFIA logo (the “Home” icon).
- B. Displays (top-2-bottom), into four sections: (1) Find a CFI, (2) Renew your CFI certificate, via FIRC, (3) Attend/register the Awards Banquet, (4) Begin your new GSLFIA membership.
- C. Across the top, are eight icons – access to key GSLFIA components
- D. Via the “Footer”, you’ll see six logos, with one-click access to their websites

Across the top of the “Home Page”, access:

- . Find a CFI
- . Newsletters
- . CFI Tech Talk
- . Membership (*)
- . FIRC
- . Scholarships
- . Events (*)
- . Contact

(*) like a soft-key function, with *drop-downs*

New Website Details (Continued)

The website will more easily manage member requests. Financial transactions include “e-payment” versus (check via US Mail). Contact for Q&A, will be via e-mail. Access will continue to be via Personal Computers (PC’s), plus portable on devices (e.g smart-phones & tablets).

Hints within the website;

- (1) GSLFIA logo is the "home" icon
- (2) For each web-page, "up-arrow" bottom (lower right-hand corner), scrolls to top of that section
- (3) Access "Newsletters" - years, 2016-current. When choosing, allow the document to load. Then, scroll-down to view each page of that issue. At the bottom of each web-page (lower left-hand corner), use arrow/number sequenced & scroll to each page. To read next page, users must be at bottom of current page.
- (4) Across the bottom/footer of the Main Page are six logos - clicking on any, re-directs you to that organization (via their URL or hyper-link).
- (5) Click GSLFIA By-Laws or Privacy Policy, to view those documents

The GSLFIA invites your support to help educate future pilots & Flight Instructors of tomorrow. Your opinions are key to GSLFIA’s success! Contact a board member, if you’d like to help.

Dick Horowitz
Vice President

Jeff Rapp
Ambassador to Education

“Currency During COVID”

During these almost unprecedented times, you and your students might have found getting as much flying and staying current, like you used to in 2019BC (Before COVID), is a bit more challenging. If that’s the case, have you thought about what regulations you and your students must comply with to remain/become legal? Depending on how much flying you have done you may have to comply with all or maybe just some of these requirements. But, take a look at your students and your own flying to see where you stand.

When was your last Flight Review, required for most pilots IAW 14 CFR 61.56? If it’s past 24 calendar months, you may not fly as PIC until you get it done and logged (if you look at the reg a bit more closely you can avoid the Flight Review under certain circumstances). How about your ability to carry passengers? Have you accomplished the 3 takeoff and landings within the last 90 days required by 61.57? If you plan to fly a tail wheel airplane or at night, have those takeoff and landings been to a full stop? If you did the takeoff and landings in a single can you then carry passengers in a twin, a glider, etc? Have you flown and logged all of the requirements in 61.57 to fly under IFR or in weather less than VFR in the last 6 calendar months? How long has it been? Do you need an Instrument Proficiency Check IAW 61.57(d)? Do you know what you have to do to accomplish the IPC?

I know that I’ve gone non-current and will have to start the process of complying with these regs. But, I find that every time I fly with someone else I learn something new (and all too often wonder - how come I didn’t know that?. So, I’m really looking forward to practicing all of the things that I haven’t done in a while and becoming a safer, more proficient pilot and CFI! Thanks for listening and I hope that this helps you and your students to get back in the game!

Craig O’Mara

craig.omara747@gmail.com

AVIATE, NAVIGATE, COMMUNICATE – Fly the Airplane First and Foremost

I was very fortunate and extremely honored to have spent 22 yrs on active duty with the US Air Force and accumulated little over 8,000 hrs of flight time in the T-37, T-38, CT-39, C-21, C-5 and the C-9. Being a flight instructor and evaluator during many of those years, I can tell many stories about my military days but only a few about civilian flying. One thing I will always remember and continue to teach today is the advice I learned in USAF Pilot Training almost from day #1. In dealing with any in-flight emergency, precautionary or stressful situation always remember to “Aviate, Navigate, Communicate” in that order.



Below is an article from July 2016 on this exact subject of “flying the airplane” when dealing with an emergency. It comes from the series in Flying Magazine which most of us remember titled “I Learned About Flying From That”. The entire article is re-printed here for flight and ground instructors today to learn from – learning is just not for students, instructors can always learn something new !!!

I Learned About Flying From That: Fly the Airplane

By Don Childs

After spending \$20 on a Discovery flight, I knew without a doubt this is what I wanted to do with my life — fly! The only flight school in town paired me with George, the best flight instructor ever, in my opinion.

I Learned About Flying From That: Fly the Airplane (Continued)

My first flight with George was July 6, 1978, and it was evident from the very beginning that he had a passion for teaching. Unlike many flight instructors who teach to build hours on their way to the airlines, George was a retired Air Force officer invested in his students' success. He emphasized calm when handling the airplane on every lesson, regardless of what was going on during the flight — an important element, as I would realize soon. George was all about stick-and-rudder skills and common sense flying, and his lessons always included concepts above and beyond the basics of flight training.

Early in my training, he coached me through several simulated engine failures, reinforcing my ability to maintain control. Only nine lessons into my training, we taxied to the ramp, and George told me it was solo time. Grinning from ear to ear, he said, "Without me in here, this plane will climb like a homesick angel." He wasn't kidding. A few more dual flights with George in my logbook, and it was time for me to leave the safety of the traffic pattern and venture out on an area solo flight. George's training echoed in my head as I left the pattern. "Watch your airspeed ... step on the ball ... fly the airplane first." I had no idea how important his words were.

On Friday, October 13, 1978, my morning was wide-open, so of course I headed to the airport. I took off to the north toward the practice area, enjoying the absolutely gorgeous day. Since I was least comfortable with stalls, I started my routine with them. While recovering from the first stall, I pushed the throttle in to start regaining airspeed. Without warning, the engine started shuddering, only producing around 1,100 RPM.

I instinctively turned back toward the airport, and then started looking for the problem. Carb heat and mag checks only increased both my blood pressure and the engine's roughness. George's voice echoed in my mind: "Stay calm ... fly the airplane."

Before I knew it, I was down to 2,000 ft AGL, still slowly descending. I saw the airport to the south, so I picked up the mic and said, "Patrick Henry Tower, N66542 is about 6 miles to the north, 2,000 ft, with an engine failure," as if talking to them would give some assurance that I would be OK. Tower immediately cleared me to land and asked if I would like to have emergency equipment standing by.

Runway 20 was beckoning me to continue straight ahead. I had the sinking realization that I wasn't going to make it; the runway was far too high on the windscreen. I told the tower, "I can't make it to the airport. I am going to have to set it down out here somewhere." Then I threw the mic on the floor. The controller responded with something, but I didn't hear it. Having grown up in the area, I thought of places I was familiar with where I might land but realized quickly that I was running out of options. "Fly the airplane, Don, fly the airplane!"

Things started moving in slow motion. "Airspeed ... too fast. Slow down ... step on the ball ... watch your pitch," I heard myself saying out loud. This is not supposed to be happening. I've only been flying a few months. I was really getting low. Suddenly, an opening appeared beyond some trees ... a field. Of course, it was the old county fairgrounds. Tall pines loomed ahead above my flight path. Airspeed check: 79 mph, way above best glide. I pointed toward the field and, making use of that extra airspeed, pulled the nose up over the trees, dumped full flaps to 40 degrees (thank you, Cessna) and floated down to the field. I buried the yoke in my stomach like my life depended on it. The airplane bounced on the rough terrain of brush and tall weeds that zipped by the windows. At one point, the airplane hopped over a freshly dug utility trench, using the excavated dirt on my side of the ditch as a ramp.

I came to a stop, dust and dirt swirling around the airplane. I sat there for a second, time no longer passing in slow motion, my knees shaking a little.

I Learned About Flying From That: Fly the Airplane (Continued)



The engine stopped as if glad to be relieved from its unnatural operation. I climbed out, flipping off the battery and mags. I heard a firetruck screaming down the highway next to the field, but the siren faded away in the distance; it never did make it to the scene.

A telephone lineman came running up to me. "Are you alright?" He told me he had been high on a pole directly in my flight path and had watched the airplane fly over the road, trees and his pole, thinking he was going to meet me there instead of in this field. Tower must have called everyone under the sun because, before I knew it, law enforcement, the FAA, my flight instructor, the school's mechanic and several friends showed up. It turned out the No. 3 cylinder on the engine "sucked a valve." The FAA asked me some questions and left.



The mechanic fixed the engine there in the field. They chopped down two trees, pushed the airplane back to the far end of the field, started it up and flew it back to the airport. If you noticed earlier in the story, it was Friday the 13th. Not being superstitious, I did fly the next day — just to be sure — with George's advice, "fly the airplane," still reverberating in my mind.

By Jim Stamm (GSLFIA Board of Directors)

CFI Endorsements

If it's been a while since you have taken a new student through a Certificate and/or Rating, I thought that this might be a good time to review some of the FAA required endorsements that you need to be familiar with for various training events. 14 CFR Part 61 (FAR Part 61 for all of us "OLD" guys) has all of the endorsements, but it takes a bit of study to find them all, so I thought that this article might help you to know where to look for what you need. In order to limit the length of this article, the list is NOT all inclusive and I haven't included everything from the regulations so, please, carefully study Part 61 to make sure that I haven't made any mistakes and have included what might be helpful to you!! Some FAA inspectors and/or DPE's can be a bit persnickety so the FAA has developed Advisory Circular 61-65H Certification: Pilots and Flight and Ground Instructors to help the CFI with the proper endorsements.

If the person that you're endorsing doesn't have the pre-printed endorsements that's very often found in the back of many logbooks (and even if it does), you might strongly consider using this Advisory Circular to not only find the required endorsements. This will also contain the verbiage that would be most acceptable to an Inspector. I'll list the endorsements in the order found in Part 61 so that you can find which ones you need in the order that you might need to find them.

- 61.31: Complex, Tailwheel, High Performance, High Altitude, etc.
- 61.35 (a) (1): Sign off for a knowledge test
- 61.39 (a) (6): Training for a Practical test
- 61.43 (f) (3): Retesting after Practical Test Discontinuance
- 61.49 (a) (2): Retesting after Practical test failure
- 61.51 (e) (iv) (D): SIC acting as PIC
- 61.63: Additional ratings
- 61.65: Instrument ratings

CFI Endorsements (Continued)

- 61.69: Glider towing endorsement
- 61.87: Student Pilot solo written test, flight/ground training
- 61.93: Solo Cross Country
- 61.95: Class B solo endorsement
- Part 61, Subpart C: Student Pilots
- Part 61, Subpart D: Recreational Pilots
- Part 61, Subpart E: Private Pilots
- Part 61, Subpart F: Commercial Pilots
- Part 61, Subpart G: Airline Transport Pilots
- Part 61, Subpart H: CFI's
- Part 61, Subpart I: Ground Instructors
- Part 61, Subpart J: Sport Pilots
- Part 61, Subpart K: Sport Pilot CFI's

I hope that this gives you a feel for where to look because there are quite a few more in the regulations. Look at Part 61 and AC 61-65H for a complete list of the endorsements and verbiage required by 14 CFR. And, as always, please send me some feedback about this article, just like you critique your students, so they learn how "fly right" - was it helpful, accurate, etc.

Craig O'Mara
Director, GSLFIA
craig.omara747@gmail.com
618-558-7211

Please provide feedback on what we can do for you, our members and the aviation community.

Aviation education and safety is our primary goal!!

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E-Mail

kvmueller1991@charter.net

Greater St. Louis Flight Instructors Association

16105 Swingley Ridge Road #4488

Join Us for the
**WINGS
OF HOPE
VIRTUAL
TRIVIA
NIGHT**

**SATURDAY,
NOV. 14th**

6:30 PM
Welcome

7 PM
Trivia starts

**Prizes for best
table presentations
and costumes,
round winners,
and winning team**

\$30 per person, or
\$220 for a table of 8.
To purchase tickets, visit
wingsofhope.ngo/trivia

18370 Wings of Hope Blvd.
St. Louis, MO 63005

AIRPLANE!

Aviation Cinema Virtual Trivia Night
SATURDAY, NOV. 14th



All proceeds support the charitable efforts
of GSLFIA and WINGS OF HOPE

SATURDAY, NOVEMBER 14th 6:30 PM

**Your generous sponsorship of this event directly supports the charitable efforts
of the Greater**

**St. Louis Flight Instructors Association and Wings of Hope. These efforts
include pilot scholarships and medical access programs around the world.**

You will receive the following benefits:

GOLD SPONSOR | \$1,000

- Prominent recognition on event website (wingsofhope.ngo/trivia)
- Prominent social media recognition by Wings of Hope and GSLFIA
- A company logo will appear on all trivia slides
- Your option of an advertising insert in our welcome packet, placed on all tables
- A company logo will appear on event signage
- 8 tickets to participate as a virtual team

SILVER SPONSOR | \$500

- Recognition on event web site
- Social media recognition by Wings of Hope and GSLFIA
- Recognition in event program
- Logo on screen during event opening and closing
- 8 tickets to participate as a virtual team

BRONZE SPONSOR | \$250

- Recognition on event web site
- Social media recognition by Wings of Hope, GSLFIA, and WIA
- Recognition in event program

TRIVIA ROUND SPONSOR | \$100

- Recognition on event web site
- Recognition in event program
- Logo on screen during sponsored round

**For more information, contact Tiffany Nelson at
tiffany.nelson@wingsofhope.ngo**