



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

**The 2021 GSLFIA FIRC is almost here.  
January 16t & 17th is just two weeks  
away.**

The FIRC is only 2 weeks away!! If you haven't registered it is certinly time to do so. Our objective this year as always is to share information and knowledge while completing the CFI refresher clinic. We will require that everyone wears a face mask and adheres to required social distancing to maintain the highest level of safety. We will provide hand sanitizer as well and encourage everyone to practice safety and social responsibility.



The FIRC early registration fee is \$200.00: that includes the 2021 GSLFIA membership dues and FAA online renewal. The fee at the door for late registrations will be \$225.00. Auditing the FIRC will be available on a space available basis for \$50.00 daily.

We'll start registration at 0730 Sat morning , the 16th. The class on Saturday will run from 8:00 am to 6:00 pm and Sunday from 8:00 am to 5:00 pm. Tables and seating will be expanded beyond prior years. Local aviation sponsors along with the GSLFIA will provide a continental breakfast each morning and box lunches for the noon meal. We will certainly recognize our supporting sponsorees and encourage that our members patronize these organizations.

## January 2021 FIRC Continued

### To Register

If you are planning to attend the FIRC go to the GSLFIA website ([www.gslfia.com](http://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](http://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.

Prior to arrival at the FIRC, just log into the Integrated Airmen Certification and Rating Application (IACRA) and complete the form. If you haven't completed an IACRA form prior, just log in by going to [iacra.faa.gov/iacra](http://iacra.faa.gov/iacra) and establish a user name and password for access to the form. For pior users you should already have a user name and password along with an FTN or Federal Tracking Number. If you have any difficulty, there is a 24/7 phone number listed on the page. Call 1-844-322-6948 anytine for assistance. Please bring the FTN number and application number along to the FIRC.

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..

## NEW GSLFIA WebSite Updates

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

We've already had many CFI's and pilots use it, to register for the FIRC, Renew their Membership, and others who've become new members. This process needed more clarification than we anticipated. So, let's walk-thru the easy steps.

**No more paper** – the website will be our standard. Use the "Contact" drop-down, with questions.

Whether you access the "Membership" webpage via the "Become a Member" (bottom/4<sup>th</sup> section on the "Home page"), or via the "Membership" drop-down, you'll then transition to the "Membership" webpage. "Easy-Peasy"

Hints to become or renew your GSLFIA membership:

- (1) Follow "How to Sign Up" direction (right-side).
- (2) When positioned on the form, choose "New Member Registration" (default), or "Membership Renewal".
- (3) If you want to renew, click the "Membership Renewal" button.
- (4) Then, complete all required fields, and update your profile (with changes). Membership Renewal will also, give you choices for the FIRC.
- (5) Check FIRC registration [if a new member and you also wish to attend].
- (6) Then, scroll to bottom, and SUBMIT.

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

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### E-Mail

[kvmueller1991@charter.net](mailto:kvmueller1991@charter.net)

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**Greater St. Louis Flight Instructors  
Association**

**16105 Swingley Ridge Road #4488**

**Chesterfield, Missouri 63006-4488**

## How to Checkride Prep Your Mind

A Checkride can be one of the most stressful times for any pilot. How you prepare yourself for that ride, both physically and mentally, can be the difference between success and failure. Entering a check ride, we often overlook our state of mind. In the same way we prepare for stressful situations inside the cockpit, we need to prepare ourselves for the pressure leading up to and during a check ride. Preparing your mind leading up to a check ride is just as important as basic stick n rudder skills.

When I was in the military, we had to take regular physical fitness tests or a “PT test”.



We had two minutes a piece to do as many pushups and sit ups as possible followed by a timed, 2 mile run. The 2-mile run was always my weakest event and the one I always struggled with. A PT test would be a chance for young soldiers to excel and prove their worth to a commander and earn a promotion. Failure could send a soldier down the road towards a discharge. Stress levels surrounding this event were always high.

Every year I would train and prepare, and every year I battled PT test anxiety and the inevitable butterflies that would arrive just before the event. The morning of the PT test, we would begin with our pushups and sit ups. Easy. Then came the run. I step up to the starting line, lean forward and then it begins.

The knot in my stomach that locks up my entire body just before I need to perform at my best. I start to run and my legs feel like they are made out of lead. Every step becomes a struggle and my lungs can't seem to get enough air. This is a classic case of my mind playing tricks on me. I've trained for this. It's only two miles.

But now I'm questioning if I can run ten feet let alone two miles. If I don't get it under control, I could get a terrible score or worse, fail.

The remedy takes place long before the morning of the PT test with smart training, practice tests and lots of mental discipline. Leading up, I would train so hard that there was no doubt that success is inevitable. Since the test was 2 miles, I always ran more, sometimes running sprints and steep hills. Towards the end I would conduct a mock PT test, to simulate the conditions of the test as close to the real thing as possible. The day before I would take it much easier with a casual one mile jog; not enough to tire me out, but enough to stay loose. Next time I step up to the starting line of a PT test; my mind now knows that I've done this over and over again, having trained well beyond the 2 miles required. I have to maintain a strong soldier's mindset to push my fears aside and focus on the finish line.

As an Aviator, you can probably imagine where I'm going with this. Checkride anxiety.

Preparation for it starts weeks ahead of time. Train as hard as you can. You've already invested a good deal of time and money, so don't lay off. Study at coffee shops, libraries, hang out at the airport with other pilot friends who have similar goals. Leave no doubt that you've done everything you can to be a successful pilot. Just like we do at the gym, take a rest day.

## How to Checkride Prep Your Mind (Cont)

The day before your check ride you should not be training. Studying and training the day prior will do more to psych you out than help you, putting you in a compromised state of mind. You will not learn anything the night prior, that you don't already know. The training should have taken place in the weeks leading up to the check ride, not the day before.

If you are going to a checkride, know that you have the confidence of your CFI and that you possess the skills and the knowledge to not just pass, but excel! A CFI, on multiple occasions, has already vetted you and attached his / her name to you saying that you have the knowledge and skills to be a safe pilot and complete that check ride. So what happens? Why do we fail? Why do strong pilots whom CFIs often refer to as “My sure thing” bust checkrides?

DPEs do a great job at recognizing stress and do their best to help pilots to relax, but they can only do so much.

One could probably write a book about all the ways pilots fail checkrides, but getting nervous and psyching yourself out should not be one of them. It can simply be that the student didn't prepare appropriately. It happens. Lack of preparation could certainly lead to a lack of confidence, leading to a whole host of stressors. What could also happen is the event is so built up in one's mind, that it consumes you. We all know the classic 'IM SAFE' checklist but we often overlook the S & E and how it pertains to our minds. We must have the mental discipline to push away negative thoughts and emotions that will otherwise distract from the task before us. We practice this every time we train for emergencies, but we fail to do this during the critical portion of

flight, a checkride.

Don't let a fear of failure distract you. Our strong soldiers' mindset and attitude going into a checkride is just as important as how we train our hands and feet at the controls.



The morning of my CFI checkride was particularly stressful. The most difficult check ride up to that point. I trained as hard as I could and was lucky enough to have great mentors and pilot friends to help me learn. The morning of the check ride I had one aircraft I specifically wanted to take the checkride in. I had to fly to a nearby airport about 30 minutes away and the plane I wanted was down for MX. Aircraft are like people, they have their own personalities. My 2nd the 3rd choices of aircraft were out flying already, and I wasn't sure if I'd get any airplane at all. So what are my options? I can let the stress get to me, or I can do like I did. I sat down in front of the maintenance hangar of my flight school, drinking my coffee and took a deep breath. Whatever happens today, happens. I have prepared as much as I can up to this point. If I can get an airplane today, great and if not, I'll try again next week. I will still become a CFI whether it's today or a month from now. I did not psych myself out. I had the soldier mindset that allowed me to focus and to adapt to any changes.

### How to Checkride Prep Your Mind (Cont)

My biggest advice that I want to stress; train as hard as you can for your next certificate, but do not forget to take care of your mind and relax. Thinking you don't need too is a sign of that MACHO defense mechanism. Train hard leading up to the check ride, then relax. Go fly a couple laps in the pattern to keep loose the night before. Go to the gym and work off the nerves. Get a good dinner and a good night sleep the night before knowing that success the next day has already been determined by how you have prepared ahead of time. Any studying the day prior will have little effect on the outcome and will do more to stress you out then help.

**CFI Checkride ASEL  
Passed!!**

Chip Strugar CFI

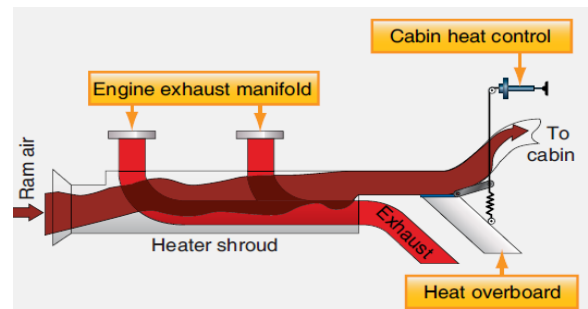
### Winter Operational Precautions

As Flight Instructors, winter weather poses some extra challenges. Freezing temperatures, frost on aircraft surfaces and the need for preheating aircraft engines are just a few. Although, training in the winter months can be an advantage to a Private Pilot student. Training during winter months exposes students to conditions that a Summer and Fall student may likely not experience.

As a long time flight instructor, I've had the experience of seeing and hearing some of the items that low time or inexperienced pilots have used to prep an aircraft for a winter departure. The use of automotive ice scrapers for windshields and push brooms with metal brackets that secure the broom to the handle are always on the "do not use" list of tools to remove frost. Always remember, it's our

responsibility as an instructor to closely guide our students through every critical area of operation that affects the safe operation of the aircraft. Airplanes like many items require specific processes and materials to insure proper and safe operation.

One item that I have always discussed with students is the potential for Carbon Monoxide. Most single engine aircraft use a heat exchanger type of design to provide heated cabin air. The engine exhaust is routed through the heat exchanger core and outside air is routed through a shroud that surrounds the exterior of the heat exchanger. When the cabin heat selector is positioned for heat, outside air is ducted through the shroud over the heat exchanger and into the cabin.



This design is common in most single engine aircraft, well designed and safe. Like anything, good maintenance practices keep the system functioning properly. Many pilots add an extra item for precaution and install a Carbon Monoxide detector in the cabin for extra safety.

Anytime, a potential source for Carbon Monoxide can be caused by a leaking exhaust system. Cylinder head exhaust gaskets if not properly maintained can leak. During preflight, some aircraft have more access to the engine compartment than others. If able to inspect this area, any gray soot can indicate a possible leak. Always consult a qualified A&P to insure safe operation.

Be Safe, Fly Safe!! Safety is no accident.

Greater St Louis Flight Instructors Association  
Presents:

# Flight Instructor Refresher Course

January, 16th 17th 2021



Greater St. Louis Flight  
Instructors Association

To Register: [www.gslfia.com](http://www.gslfia.com)

Registration 7:30am Saturday Jan 16th

Sponsored by GSLFIA

Through:  
Aviation Seminars

Fee's in advance \$200  
\$225 at the door  
Audit \$50 per day  
For Questions:  
618-514-2647

Location:

Wings of Hope  
18370 Wings of Hope Blvd  
Chesterfield, Mo 63005