

“Aviation Professionals Dedicated to Excellence in Flight Instruction”

GSLFIA 2021 Aviation Awards Banquet

Unfortunately COVID has claimed another victim. We had planned and hoped all year for the ability to present the celebration for the 100th Birthday Party for the **Aviation Crossroads of America, Lambert International Airport**. Due to continued area restrictions and concerns of public safety we will need to continue to move the event to a later date. We are projecting a 2022 date at this time. Our key Note Speaker is still scheduled to be Dr. Daniel Rust the author of book, “The Aviation Crossroads of America” Lambert International Airport.

Lambert is one of the most historical airports in the United States. Lambert was named after Albert Bond Lambert 1875-1946. He learned to fly with the Wright Brothers in 1911. The airport was founded in 1920 when he and the Missouri Historical Society leased 170 acres of farmland that eventually developed into Lambert Airport.



Photo, and Information Courtesy Lambert International Airport.

Near the beginning of World War II, The James S. McDonnell Aircraft Company was formed and built many of the most advanced military fighter aircraft to this day at Lambert. Lambert became one of the first U.S. airports with Jet Service when TWA began operations with the Boeing 707 in 1959.

Just a few of many reasons why we will plan to support the 100th anniversary celebration of Lambert International Airport!!

GSLFIA Awards 2020 James G. Byrnes Award for Excellence in Aviation

In August 2021 the GSLFIA awarded the 2020 James G. Byrnes awarded posthumously to A.C. Butch Giessman. Dick Horowitz the Vice President of the Greater St. Louis Flight Instructor Association presented the award to Justin Giessman A.C. Butch Giessman’s son at a brief ceremony at the Spirit of St. Louis Airport Wings of Hope organization meeting.



The James G. Byrnes award is presented in recognition for outstanding lifetime contributions to the Aviation Community. Butch founded The St. Louis based Aviation Materials and Technical Support (AVMATS) organization in 1978. Butch founded AVMATS as a source for surplus parts pioneering in the concept of purchasing and dismantling airworthy and undamaged corporate aircraft to support the existing fleet of Sabreliners. The restrictions caused by COVID delayed the presentation of the 2020 awards. Until recently the plans were to present both the 2020 and the 2021 GSLFIA Annual Aviation Awards at the planned 2021 banquet. However continued restriction and public concern drove the 2020 and 2021 banquet into another year. The board of Directors felt that it’s time to recognize those who have done so much for the Aviation Community.

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"Ed Shafer"



In case you haven't heard, we lost a true friend to STL aviation this past Sunday, September 12th. Ed Shafer began flying at Flabob airport in the late 50's when he was stationed at March AFB in Riverside, Ca. He and his wife, Lois, flew out of the old Downtown airport in Collinsville, Illinois and Lakeside airport before starting their own airport in St. Jacob, Illinois in 1975 (I was their first full-time CFI back in September, 1977). Ed has been a CFI since 1967, training hundreds of students in his trusty Piper Tomahawk, as well as many other types, and was a DPE for many years also. He was inducted into the Illinois Aviation Hall of Fame and awarded the Wright Brothers Master Pilot award for over 50 years as a pilot. Ed instructed almost up to the time that he passed away and will be sorely missed by everyone who knew him! Ed and Lois are back flying together again!

Craig O'Mara

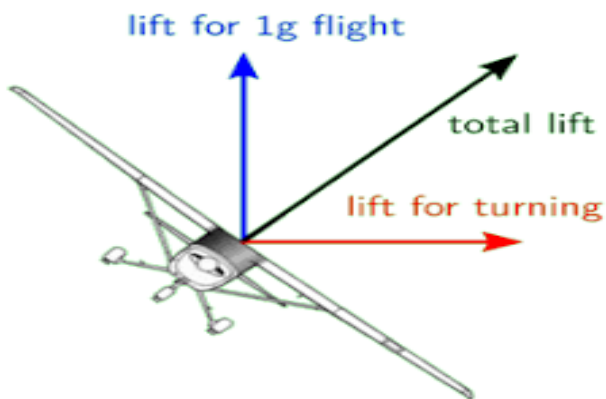
In behalf of the GSLFIA Board of Directors we would like to express our deepest sympathy to the Schafer family. Ed was an incredible role model and inspiration to St. Louis Aviation and Aviation Education. The Ed Schafer legacy as a CFI and Airport Director at 3K6 will continue to forever soar into the future.

Keith Mueller GSLFIA President



“Turn Around Maneuver Data Gathering”

It sure seems like there’s been an awful lot of attention on the “Turn Around” maneuver lately. It’s been covered by the FAA in Advisory Circulars, by AOPA Pilot magazine and by NAFI, to mention a few. I recently learned about a process to gather concrete data on how much altitude is lost, etc. so I thought that I’d pass that along so that you can get with your students and teach the maneuver and also get some hard facts about how they’re doing with the maneuver.



Inflight Metrics is processing the data and will send a report once you send in the results of your practicing. Please contact Rick Marshall at: rickm@inflightmetrics.com and let him know that you’re interested in his data collection program and he’ll send the information to you. Thanks and let me know what you learned from your practice - maybe we can publish the results for all our readers!

Craig O’Mara
Director, GSLFIA
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Flying VFR into IMC – A Continued Problem

As we transition from summer to fall, the weather will be changing and the continued problem of a “VFR pilot” accidentally flying into IMC will be a problem for the General Aviation (GA) community. Every year, a VFR pilot flying into IMC is one of the leading causes of fatal accidents – almost four times greater than flying into bad weather like thunderstorms or icing. Research indicates that approximately 75 percent of these “inadvertent” VFR into IMC flights involve a fatality. What about a pilot’s successful recovery from flying VFR into IMC that don’t show up in the National Transportation Safety Board (NTSB) data of statistics ?? in reality the actual number of VFR into IMC flights is really much higher.

A study done by the Aircraft Owners and Pilots Association (AOPA) and the University of Illinois determined that a pilot flying into IMC from VFR and is not IFR trained or certified has just “178 seconds to live” – about 3 minutes of flying time once IMC conditions are encountered is a very short time !!! Some pilots may just simply “underestimate” the IMC danger and “overestimate” their ability to fly into and out of IMC conditions.

More than likely, at some point in a VFR pilot’s career, a pilot will encounter bad or IMC type weather. Once entering IMC, spatial disorientation becomes the danger or problem and it can happen a lot faster than you think. This “178 seconds to live” is an estimate based on studies done by aviation researchers in the 1990s using specially programmed flight simulators and taking many VFR pilots into IMC conditions. All of the pilots went into “graveyard spirals” that would have ended in a crash and more than likely a fatality or several if any passengers were on board. Repeated tests in the simulator all resulted in pilots losing control of their aircraft – the outcome differed only in the time before “loss of control” occurred which ranged from 20 seconds to 480 seconds.

Flying VFR into IMC – A Continued Problem (Continued)

This problem is not just solely related to “low-time” GA pilots, a high proportion of these VFR into IMC accidents are engaged in commercial flight operations with one-third of these pilots having one thousand hours or more and one-fourth involved pilots with over two thousand hours. In 2003, Embry Riddle Aeronautical University published an extensive and excellent study written by Dale R. Wilson and Teresa A. Sloan titled, VFR flight into IMC: Reducing the Hazard. A link to this study is embedded here:

<https://commons.erau.edu/cgi/viewcontent.cgi?article=1567&context=jaaer>

and AVweb has also published a great article on this subject with a link embedded here:

<https://www.avweb.com/flight-safety/technique/surviving-vfr-into-imc/>

and Flying Magazine has an excellent article embedded here:

<https://www.flyingmag.com/why-cant-we-solve-vfr-into-imc/>

..... many other articles and videos on “VFR into IMC” are published by the FAA, AOPA, plus other sources and can be found thru the internet.

It’s been stated that the best course of action if a VFR pilot “inadvertently encounters IMC” is to perform a 180 degree turn - but, the absolute best course of action is to “avoid” conditions that could risk encountering IMC. As GA flight instructors, we can help train pilots to avoid inadvertent IMC and to do some “basic instrument” flying to help a pilot fly this 180 degree turn and hopefully and safely return to VFR. We can also do some research and “self training” on this subject using the many resources available today.

Jim Stamm GSLFIA Board of Directors

RUNWAY SAFETY

As instructors we should be spending time with our students during flight review sessions discussing the risks associated with ground operations at both towered and non-towered airports. Chapter 14 of the FAA-H-8083-25 Pilot’s Handbook of Aeronautical Knowledge (PHAK) is a great place to begin the discussion, but have you looked at some of the other resources available from the FAA?



If you haven’t done so recently, we suggest checking out the <https://faasafety.gov/> website. Once on the website, go to the bottom of the home page and locate the section titled Quick links. Next, click on Runway Safety. On the Runway Safety page you will find a list of useful products including a Pilot Simulator and a From the Cockpit section. The latter is a collection of real airport videos useful in identifying and mitigating risks.

What is RSAT?

A FAA Runway Safety Action Team (RSAT) for each towered airport meets at least once a year to discuss and mitigate local hazards. Hazards include Runway Incursions or Runway Incidents resulting from ATC Operational Incidents (OI), Pilot Deviations (PI), and Vehicle/Pedestrian Deviations (V/PD).

So, what is the difference between an Incursion and an Incident? Here are the FAA’s definitions:

Runway Incursion – Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for landing and takeoff of aircraft.

RUNWAY SAFETY (Continued)

Runway Incident – A surface incident is an unauthorized or unapproved movement within the designated movement area (excluding runway incursions) or an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight.

There are four classifications of Runway Incursions. These range from Category A in which a collision was narrowly avoided to Category D which meets the definition of incursion, but with no immediate safety consequences.

Other subjects for RSAT include the presence of wildlife, bird migration, grass mowing and snow plowing conflicts in the runway safety area (RSA). The RSA dimensions vary based on the runway size). The RSA enhances the safety of airplanes that undershoot, overrun or veer off the runway. They also provide flexibility and access for firefighting and rescue equipment.

So how can we as instructors mitigate runway incursions?



Teach our students to thoroughly review the layout of any airport prior to use. Familiarize the student with the Chart Supplements, airport runway and taxi diagrams, hot spots, and NOTAMS. Google earth is a great way to check out the “lay of the land” prior to flying to a new airport. Before moving on an airport surface set the directional gyro or verify electronic heading information is available. Write down taxi clearances and stop taxiing if unsure of position and ASK for progressive taxi instructions.

When entering the runway for takeoff, crosscheck the heading indicator with number and letter painted on surface. At night, crosscheck the edge lights to verify whether you are on a runway or taxiway. NEVER cross a runway without an explicit clearance. See AIM chapters 4 and 5.

What about arrival? The top three reasons for landing on the wrong airport surface are:

1. Parallel runways with staggered thresholds.
2. Multiple parallel runways i.e. 27L, 27C, 27R.
3. Wide taxiways which look like runways

So again, a little preparation with the airport diagrams prior to arrival can help. Day or night, tune in the localizer or LNAV final approach course and have some expectation of what to expect after clearing the runway. These are just a few of the recommendations coming from RSAT. If you have any techniques or suggestions to help mitigate or instruct runway safety, please share them with the GSLFIA via email. Thanks.

A Taste of Hope

Please consider attending the WOH Taste of Hope Fundraiser on Saturday Sept 25th. Visit website @ <https://wingsofhope.ngo/>



“ATC in STL for GA”

We pilots do love our acronyms, don't we! On October 11th at 7PM at the Creve Coeur airport, Pete Seddon, pilot and ATC controller is going to take us through what we GA pilots in the STL area need to know about Air Traffic Control and how to best utilize their services. Pete is a Commercial rated pilot and has been at the TRACON for many years and has coordinated all of our TRACON tours in years past (more on that later). Now that we're beginning to fly a bit more after the virus-induced hiatus, pilots may need a brush up on what ATC can do to help us navigate some fairly complicated airspace in our area. Not only will this help to make us safer pilots but it should take some of the mystery about what the voice on the other end of the comm radio can do for us and we for them!

NOTE: A SPANS notice will be coming from the FAA soon to remind everyone and if the past is any indicator you might want to sign up early, as space may be limited!

Back to the TRACON tours. Pete had coordinated with his facility to allow 4 tours of 20 attendees each to tour the TRACON - always a very popular event in the past - but due to the resurgence of the virus, the FAA is not allowing visitors until the number of cases decline. We're hoping that this will be sooner rather than later (for a whole lot of reasons!) so watch for a SPANS for this event, and again, it has limited space and in the past has always filled up within an hour or two of the SPANS being published - so sign up right away!

Thanks, and I hope to see you at the ATC presentation in October!

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

“Don't let the fear of falling keep you from Flying”
Anonymous

STL Area Employment Opportunities

At our GSLFIA Board meetings we're always trying to find ways to add value to your membership in St. Louis' only organization specifically for the CFI. I'm not really sure why we didn't come up with this before now, but we're going to begin a column designed to advertise employment opportunities for our members and at the same time provide quality employees for St. Louis area Flight Schools and FBO's.

We're in the process of contacting all of those aviation businesses (and hope to add more as we learn of their requirements) to see what their needs are and will publish those needs with every newsletter. The following information opportunities and are the latest and most accurate that were available at the time this newsletter was published and are presented in no particular order. May I please ask you for feedback to see how this is working for you?

IDEAL Aviation CPS
3130 Vector Drive
Cahokia, Illinois 62206
Bill Macon, Owner
618-215-2282
Not currently hiring CFIs but accepting resumes from CFIs, both fixed and rotary wing!

St. Louis Flight Training CPS
4020 Green Mount Crossing Drive #114
Shiloh, Illinois 62269
Ken Kopp, Owner
618-670-5782
Kwkopp762@gmail.com
**Hiring 1 or 2 CFI's in the near future
Contact Ken ASAP!**

Airgo ENL
2331 East Calumet Street
Centralia, Illinois 62801
Abu Abulfathi
Abu@flyairgo.com
618-533-1643

Gateway Flight Training 1H0
3127 Creve Coeur Airport Road
Maryland Heights, Missouri 63146
Brian Borton, Operations Manager
314-780-7899

brian@gatewayflight.com

Hiring an Avionics Technician
Please contact Brian Borton Immediately

St. Charles Flying Service SET
6016 Portage Road
Portage Des Sioux, Missouri 63373
Jim Franke, Chief CFI
314-456-4055
jpfranke34@gmail.com

Hiring an MEI
Please contact Jim Franke immediately

Elite Aviation SUS
18600 Edison Avenue
Chesterfield, Missouri 63005
John Tipton, Chief Instructor
johnt@eliteksus.com
636-778-4400

Currently hiring 3 full time CFI/CFIs
Please contact John Tipton

Sparta Aero Services SAR
1800 North Market St.
Sparta, Illinois 62286
Scott Marquardt, Chief CFI and Airport
Manager
Spartaaero@gmail.com
618-443-5321 Office
757-652-8008 Cell

**Hiring CFI/CFII's, A&P/IA's, Line
Service and Grounds Maintenance**
Please call Scott.

Lot's of flying and a flexible schedule

Southern Illinois University - Carbondale
MDH
Department of Aviation Management and
Flight

College of Applied Sciences and Arts
Transportation Education Center
TEC286Q - Mail Code 6817

Southern Illinois University Carbondale
545 North Airport Road
Carbondale, Illinois 62966
Ken Bro or Jeff Hayes, Chief Flight
Instructors

kbro@siu.edu

618-453-9247

Hiring CFI's

SEE: jobs.SIU.edu ASAP

Meisinger Aviation SUS
Dave Pressy Chief Pilot/Captain
dave.pressy@mallcstl.com
314-566-3118

**Hiring King Air 200/300 PIC/SIC's. Also
hiring a Safety Manager/Training
Officer.**

Please contact Dave Pressy