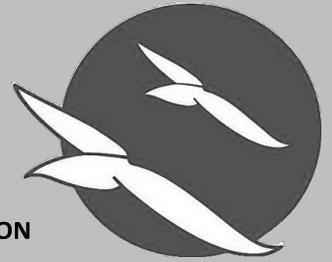


January 2022 – ISSUE 2201

# GSLFIA News

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



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

## Welcome to 2022



## February TRACON Presentation Date Set

Please mark your calendars and notify your friends and students that another STL TRACON presentation reviewing STL area airspace is set for Tuesday 15 February. The event will be held again at the Creve Coeur Airport starting at 7:00pm. Pete Seddon will be the guest speaker.

This is an excellent presentation that provides a wealth of information for new students, experienced pilots and flight instructors. This presentation is also available for the FAA SAFETY WINGS CREDIT. Watch for the FAA Safety Program Announcement Notices (SPANS) and please register for the event.

## Last Notice!

### GSLFIA 2022 FIRC

## Scheduled for January 15th and 16th.

If you are planning to attend the annual GSLFIA Flight Instructor Revalidation Clinic here's the last update on the information, for the date, location and time. If you are a long time instructor, here's your opportunity to "Catch Up" on the most recent changes. If you are planning to start your training toward accomplishing your CFI, you can audit the FIRC for only \$50.00 daily.

The Flight Instructor Association (GSLFIA) is again hosting its annual Flight Instructor Revalidation Clinic on January 15th and 16th 2022. The January 2022 FIRC will again be presented at the Wings of Hope facility on the Spirit of St. Louis Airport at 18370 Wings of Hope Drive, Chesterfield, Missouri 63006.

Aviation Seminars will be providing the FIRC. Tom Edwards is currently scheduled to provide the presentation. Please make a notation on your calendar to register early. The early registration fee continues at only \$200.00 which includes the annual 2022 association membership dues.

As listed in prior newsletters, early registration is up to and including January 8th. Late registration starts on or after January 9th or at the door with a fee including membership of \$225.00.



Check in and continued late registration begins at 07:30am on Saturday morning. The FIRC starts at 8:00am and will complete at 5:30pm on Saturday. On Sunday the FIRC starts at 8:00am and will complete by 5:00pm.

If you are a new member of the GSLFIA, you have a great benefit of attending the 2022 FIRC totally free. A CFI and new GSLFIA member can revalidate his / her instructor certificate totally free if you meet the following conditions:

## 2021 Board of Directors

### Officers

#### **President**

*Keith Mueller*

#### **Vice-President**

*Dick Horowitz*

#### **Secretary**

*Craig O'Mara*

#### **Treasurer**

*John Schmidt*

### Directors

*Tim Braun*

*Greg Pochapsky*

*Jim Stamm*

*David Pogorzelski*

*Zach Hagely*

*James Pavlisin*

*Elisa D'Antonio*

*1 Board Seat Open*

### Lifetime Members

*Elsworth Files*

*Fred Harms*

*Donald Hoffmann*

*James Judge*

*Marty Landsen*

*Nathan Silverman*

#### **FAA Advisor**

Randall Ottinger STL FSDO

#### Webmaster

Bean Stalk Solutions

**Dick Horowitz, Jeff Rapp**

#### GSLFIA Ambassador to Education

*Jeff Rapp*

#### GSLFIA Website

<https://gslfia.com/>

#### E-Mail

[stlouisflightinstructors@gmail.com](mailto:stlouisflightinstructors@gmail.com)

**Greater St. Louis Flight Instructors  
Association**

**16105 Swingley Ridge Road #4488**

**Chesterfield, Missouri 63006-4488**

## GSLFIA January 2022 FIRC (Continued)

If you have not attended the GSLFIA FIRC in 2020 or 2021 and have never attended a free FIRC at GSLFIA you have the opportunity to attend this FIRC at no cost.

As usual, the GSLFIA will provide a continental breakfast and lunch on both days. So come ready to learn and we'll provide everything else you need. The GSLFIA and support from sponsors provides the breakfast and lunch to help participants spend some quality time renewing friendships and establishing new friendships.

If you are planning to attend the FIRC just go to the GSLFIA website at [www.gslfia.com](http://www.gslfia.com) and select "FIRC" at the top of the homepage. Another option would be select "FIRC AUDIT" if you want to attend and not renew. Select "FIRC Registration" if you would like to renew / revalidate your membership for 2022 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 process.

We hope to see you there and also bring a friend.

### \*\*\*Important Information\*\*\*

**Please be sure to complete your IACRA renewal form prior to arriving on Saturday morning. The Instructions on page six through the hyperlink from David Butler from Aviation Seminars will step you through the process.**

Craig O'Mara  
Director, GSLFIA  
[Craig.omara747@gmail.com](mailto:Craig.omara747@gmail.com)

## Successful Flight Training

Jim Stamm, GSLFIA Director

Many years ago, as a young Captain in the US Air Force while flying the C-21 (military version of the Learjet 35A), I was in “upgrade training” to become a military flight instructor for the first time and received some valuable advice from an older, about ready to retire, highly experienced and decorated Vietnam era C-141 pilot. He told me to .... “always remember that being an instructor (any type of instructor), is NOT about what YOU know, but rather what YOU can TEACH others about what YOU know.” Being a flight instructor is a tremendous responsibility that requires constant and continuous learning and self-improvement - as both a pilot and a teacher. I took his words as twofold, learn as much knowledge as you can and learn to teach others the best that you can.

I’ve mentioned in some previous articles that there is an almost endless array of government (FAA, Dept of Education, etc) and civilian (King, GLEIM, Jeppesen, etc) books, documents, articles, videos, etc (many are free on the www.) available consisting of valuable information to be the “best flight instructor you can be”. In this article, I’d like to focus on just a few topics for you to consider in the overall effort to help your student be successful in his/her aviation pursuits.

First, talk and discuss with your student to determine what is their ultimate Aviation goal !! You can ask them directly shortly after meeting them, “What is your goal in Aviation?” ... then train with this, “their” overall Aviation goal/objective as your guide. It is a very valuable tool to have this “end state” in mind as you and your student begin and progress thru training. Believe this initial and continued conversation on why they want to get their pilot’s certificate or why they are getting additional ratings and what their ultimate aviation goal is makes for the all-important foundation and basis for your flight instruction.

If your student is looking at becoming a flight instructor they can begin developing lesson plans even while they are getting their Private Pilot’s License. Having them prepare/develop “draft” or very basic lesson plans is beneficial for many reasons: helps them focus on the upcoming lesson, helps the student understand concepts and procedure, and will ultimately help them prepare for their flight instructor certificate when the time arrives. If your student’s goal is to ultimately become an airline pilot, have them approach their training like they were preparing to become the professional pilot they will ultimately become. If your student is obtaining their certificate for pleasure or business, you can align their training to the type of flying they will be doing in just a few short months.

As an instructor, review with your student the objectives and reference material for the next lesson as outlined in the syllabus. Be very clear on what will be covered in your next lesson - assigning and grading “homework” can be a valuable tool !!



Secondly, instill early in the interaction with your student the importance of preparation. This “ground preparation” could be considered more important (or at least as important) as the flight itself. Many students today seem to approach their instruction or have the mindset of waiting for the instructor to tell them what they will be doing that day when they arrive at the airport. If this is their “mindset” they have wasted valuable learning time leading up the lesson. Instruct the student that **THEY** need to be “proactive” in **THEIR** training. They can and should review the training syllabus being used to prepare and know what will be taught that day.

## Successful Flight Training (Cont)

They can review the ACS to see what is expected from the FAA for each maneuver and they can review the newly incorporated “Risk Management” areas.

As an instructor, review with your student the objectives and reference material for the next lesson as outlined in the syllabus. Be very clear on what will be covered in your next lesson - assigning and grading “homework” can be a valuable tool !!

Another excellent way to prepare “on the ground” before a flight is thru the use of a simulator. Many flight schools have a BATD or an AATD simulator on location that a student can use regardless of the weather or maintenance status of the aircraft.

An instructor can carefully integrate or weave some “simulator time” into achieving any type of certificate. In the US Air Force we had expensive “full-motion” simulators to fly, but we were also expected to “chair-fly” as much as we could to reinforce what we had been taught and to help prepare for upcoming lessons. Never underestimate the value of “chair-flying” – it’s free and you can sit and fly from anywhere :- )

## Understanding The Machine

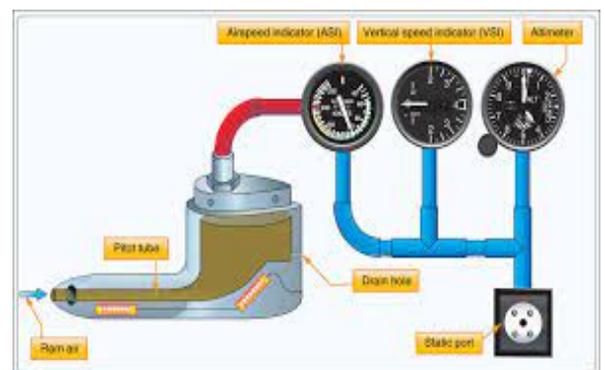
Keith Mueller President GSLFIA

Today we are seeing a new generation of flight students who in many situations have limited mechanical knowledge or ability versus their counterparts of just a few decades ago. No longer do we see the basic automotive, welding, agricultural and industrial arts classes in high schools that were common just a decade or two ago. Automotive technology has also significantly expanded restricting most individuals’ ability to perform anything but very basic maintenance on their personal autos. This trend is greatly impacting today’s generation of future aviators.

We are also seeing more fast track accelerated flight schools emerging promising time frames starting from zero time and completing with a Commercial Pilot Certificate along with Instrument and Multi-Engine Ratings along with CFI in as little as 9 months.

Many veteran and experienced pilots refer to these organizations as “Rating Mills” trying to churn out the next generation of “wanna-be” airline pilots with minimum time and experience.

These situations are greatly impacting the level of training and understanding of the mechanical and system operations on aircraft. Many students and even instructors today seem to think that this is not very important. I have heard several times, “The airlines will teach you everything that you need to know”. However, you do need to have a level of basic knowledge to relate the information that they are presenting in the aircraft systems courses. I have always stressed the importance of learning aircraft systems, knowing the machine can save your life or prevent a life-threatening accident. Every preflight walk around also provides instructors the ability to generate a detailed and continued significant learning experience for their students. Visits to the maintenance hangar significantly adds to that opportunity as well. An aircraft in inspection with the engine cowling removed provides a wealth of opportunity to learn more.



Pitot Static System  
How does it function?

## Understanding The Machine (Cont)

Some statements that I've heard from students have totally amazed me. I've once corrected a student who didn't understand the importance of checking oil pressure immediately after starting an engine. After stating the importance of this several times, his response was, "If you feel that it is so important, why don't we check the oil pressure before we start the engine".

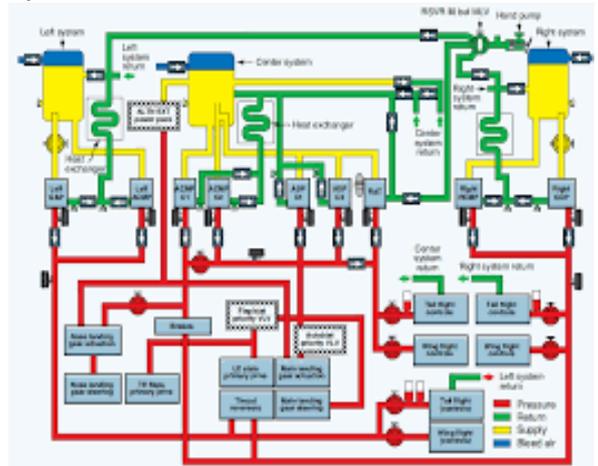
One student after having driven for two years, stated that he never once had ever explored under the hood of his car or checked oil. He also didn't know that his car had a battery that was used to start the engine. He thought the engine started by "gasoline starts to explode" as he turned the ignition key. Let's hope not!!! Hard to imagine but clearly missed some vital information along the drivers education program pathway.

As flight instructors it is our duty to assess each and every student, treat them as individuals and extend the training syllabus that goes well beyond the flight training syllabus. Having been significantly involved with both small Part 23 Category and large Part 25 Transport Category aircraft maintenance over six fleets during 40 years in the airline industry, knowledge of "Understanding the Machine" is critical. In reality, you can't know enough. I've met students who had little understanding of their aircraft in areas of significant importance that all pilots must have a working knowledge of for everyday safe operation.

Also, few instructors are also experts in Aircraft Maintenance, Meteorology, ATC, Human Factors, Aircraft Systems etc., That's a major advantage of the Collegiate Aviation Training system that combines a team of professionals who can together provide high levels of expertise in each of their areas of expertise.



At Southwestern Illinois College we provide systems training in several courses including, AVIA 101 Private Pilot Flight Theory, AVIA 122 Aircraft Systems and Components, AVIA 151 Commercial Pilot Flight Theory and AVIA 270 Multi-Engine Flight Theory that is a 24 hour Multi-Engine Flight Operations and Systems course.



Hydraulics System Schematic

SWIC also offers a AVIA 222 CRJ 700 Transport Aircraft Systems course that prepares the professionally focused pilot a foundation background on the systems of a F.A.R. Part 25 regional jet. Don't wait until you are hired by an airline to realize you missed a significant part of the baseline training that you need to step into an airline training program.

If you are planning a professional aviation career, you must also take charge of your career path and training to be sure you are prepared.

Hope to see you at Air Venture 2022



To all Instructors attending the GSLFIA FIRC on Jan 15<sup>th</sup> and 16<sup>th</sup> at Wings of Hope

Please [Click Here](#) for directions on completing your IACRA Renewal (Hold down the hyperlink on Click Here with the Control key and left click once).

This confirms your enrollment in AVIATION SEMINARS Flight instructor Refresher Course. Our FAA-approved 16 hour course meets all requirements for renewal of all flight instructor certificates, including fixed wing, helicopter, glider, sport and all ratings, Gold Seal or FAR 141 Chief Instructor designation.

St Louis, MO Jan 15-16, 2022

Wings of Hope ([map](#))

18370 Wings of Hope Boulevard

Chesterfield, MO 63005

618-514-2647

Course Hours: Doors Open at 7:30 am

08:00 am - 5:30 pm Saturday

8:00 am - 5:00 pm Sunday

One-hour lunch break each day at 12:00 pm

Flight Instructor Renewal Processing via IACRA is included.

Our graduation certificate is valid for 3 calendar months from completion of the course. Your CFI Certificate may be reissued in two different ways:

1- AVIATION SEMINARS, as an FAA Designee, we will process your completed on-line IACRA 8710 application for renewal and issue a temporary airman certificate via email. You will retain your current CFI expiration month provided you attend within 3 full calendar months prior to your expiration. Note: IACRA applicants do not have to surrender their plastic CFI certificate and can use them to flight instruct, provided they have not expired, until they receive their new temporary airman certificate.

2- In person at your local FAA FSDO - You may make an appointment and present your unexpired CFI certificate, FAA Form 8710, and AVIATION SEMINARS graduation certificate to any local FAA office for reissuance. Make sure you do this within 3 months after our course, and before the expiration date on your CFI certificate.

**What You Will Need to Bring to Class:** Pilot Certificate, Unexpired Flight Instructor Certificate and a US State ID (Driver's License), US Government ID (Military ID or Passport), or any other valid Passport (US or Non-US), No other form of ID's can be accepted. Note: An FAA medical certificate is not required to renew a CFI certificate. Since 2015, all non-US citizens must present a valid and unexpired Passport for identification. course materials are supplied at the class, bring a pen, notepad and writing device if you wish.

**SPECIAL NOTE:** The temperature in meeting rooms are notoriously irregular, please prepare accordingly.

If you need hotel accommodations, please contact the above facility or other nearby hotel directly. You can mention that you are attending the Aviation Seminars program, but there is no guarantee there are established special rates. More often, you can use your Military ID, AAA, AARP, AOPA or other membership card that the hotel has discount rates for. Thank you for choosing Aviation Seminars! We look forward to seeing you!

David Butler, CEO

## 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 1HO  
3127 Creve Coeur Airport Road  
Maryland Heights, Missouri 63146  
Brian Borton, Operations Manager  
314-780-7899  
[brian@gatewayflight.com](mailto: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](mailto: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](mailto:kbro@siu.edu)  
618-453-9247  
**Hiring CFI's**  
**SEE: [jobs.SIU.edu](https://jobs.siu.edu) ASAP**

Meisinger Aviation SUS  
Dave Pressy Chief Pilot/Captain  
[dave.pressy@mallcstl.com](mailto: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**

Gateway TRACON's Airspace | ATC Facilities (TWR, TRACON, ARTCC) | St. Louis TAC



**FAA's TRACON-**  
**Operations/Procedures**  
**Explained**  
**February 15 | 7pm**  
**Creve Coeur Airport (1H0)**

VFR/IFR Procedures | ATC-PILOT Communications | Situations & Emergencies | Separation Standards

FAA's TRACON within the NAS, sponsored by GSLFIA, with speaker Pete Seddon,  
Commercial Pilot and Air Traffic Control Specialist-Gateway Traccon



Hope to see you there!!!!