



“Aviation Professionals Dedicated to Excellence in Flight Instruction”

“2022 FIRC WRAP UP”

Well, your GSLFIA made it through our 52nd annual Flight Instructor Refresher Clinic and it was pretty well attended. I believe that everyone had a good time, learned something (I know that I did) and got to spend time with old friends. While the whole point of the FIRC is to get up to speed with things that we may have forgotten, things that we may not have ever known AND to renew our hard earned CFI (I couldn't imagine doing that check ride again!), but I like the “in person” FIRC because of the things that we learn from discussions with the other CFIs who have an aggregate of tens of thousands of hours of “dual given”! You can't do that while you watch your online FIRC in your pajamas at home! We had almost 20 attendees and a very good instructor from Aviation Seminars who was very knowledgeable and had a very good delivery.



I know that it's less expensive, maybe a bit more convenient (and, I have to agree with John T., it IS the wave of the future) to renew with one of the online FIRCs but for all of the above reasons, I'd sure love to encourage you to give us a try next January. You might find that doing a FIRC while fully dressed is a pretty good way to renew - and you get a FREE LUNCH too (in spite of that old saying about no free lunches). Thanks and I hope to see many more of you in 2023.

Craig O'Mara
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“PRESENTATIONS ARE COMING BACK”

It's been a long two years but it looks like we're seeing venues open up slowly as the COVID virus cases decrease across the STL area. In those two years many of us have lost a bit of proficiency as we've not gotten out to fly and attend educational presentations as much as we might have in the past.



While your GSLFIA IS going to closely monitor the virus situation, we are planning to bring back in-person Presentations as we used to do prior to all of the lockdowns. We're discussing various subjects that might be helpful towards getting us “back in the saddle” and increasing our level of safety as we get back in the air. Some of the ideas that we're talking about are: Loss of Control - Inflight (LOC-I), How to make your check ride more successful from a DPE point of view, How to get your airplane ready for the flying season, Rusty Pilot and Rusty CFI, Illegal Charters, Beyond the ACS, and others. We know that the ideal way to decide on what to present is to hear from you, so I'd like to ask each of you to let me know of any other subject areas that you'd like to hear about.

We haven't decided on subjects/venues/dates just yet but that will be decided at our upcoming Board of Directors meeting next week. As soon as we know the what/where/when I'll make sure that we get out a SPANS and/or other method to notify you.

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Chesterfield, Missouri 63006-4488**

“PRESENTATIONS ARE COMING BACK”

Continued

When we put these presentations together we ask local pilots/AMTs/Controllers/etc. who are known for their expertise in a particular area and work around their schedule. I've not met all of our members but I do know that all of you, being CFIs, have a vast amount of knowledge and also the ability to present that knowledge (that's what we CFIs do, isn't it) so if you have any desire to present whatever topic you'd like, please let me know and we'll take care of the details. And for those of you who might be a bit apprehensive about doing a presentation (as I was my first few times), remember, you've prepared for the presentation and many of us may not have that level of expertise that you got during your preparation for the presentation - so don't worry, it's just your friends in the audience! I hope to hear from you (at least I'll know that someone is reading this!). Thanks for listening.

Craig O'Mara

Director, GSLFIA

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15 February TRACON Presentation

A sincere Thank you to Pete Seddon from the STL TRACON for the second excellent presentation of the TRACON operations at Creve Coeur Airport. The second event had 67 certified / student pilots in attendance.



We will likely add an additional event during the summer months. The TRACON seminar also qualifies for FAA WINGS credit.

“Mentoring Our Youth – Intro to Aviation Ed”

Winter flying – the low-ceilings & winds have kept us grounded too often, but not my enthusiasm for flying! ... STEM education, emergency planning & skills proficiency. Also, it’s been good to read the AOPA (Nov/Dec 2021) issue of their “Flight Training” magazine. Plus, more on the “Aerospace Medicine and U” theme can be found in FAA’s “Safety Briefing (Jan-Feb 2022) issue.

When we cannot fly, take advantage of “Chair-Flying”! Did you know that the FAA, EAA, NAFI, etc offer exciting learning for all aviators? As a supporter of the WINGS program, I attended nearly TEN webinars since January 1st.

In February, I attended a FAA Safety Seminar hosted by BFA (Balloon Federation of America). Topics were presented by the FAA and BFA members. One topic that caught my attention was by the National Weather Service (NWS). While that focused on balloon operations, it was provided an in-depth understanding for fixed-wing & rotor pilots. too.

On February 26th, GSLFIA hosted an exhibit at the SLSC to celebrate “Engineering Week”. Via that event, we joined WOH (“Wings of Hope”) and SWIC (Southwestern Illinois College). We were located together, and shared information & vision about the unique mission of each organization. Total attendance was 3,075 ... WOW!

Looking ahead to April (yes, every Saturday) is the Spring-offering of “Soar into STEM” at WOH. Applications have been accepted, for an exciting 4-week course. View this web-link, for more about “Soar into STEM” <https://wingsofhope.ngo/education-outreach/soar-into-stem/> Plus, WOH will offer new Summer internships & camps. Reach-out to STEM@WingsofHope.NGO for details.

Though we’re aware that we need pilots, but, also a need for other aviation careers (e.g, dispatchers/schedulers, aircraft avionics techs/mechanics). Are you ready to work on an airplane’s engine? No doubt, they’re quite complex.

To accomplish that task, requires good communication between the pilot & the A&P/IA. That takes people with good study habits & work ethics to fulfill those jobs.

As a good segue, ... **students, be aware of 2022 deadlines, for 2023 scholarships.** Deadlines – August 1st thru November 1st ... don’t miss these opportunities! Begin now, to create your profile (i.e, who you are, identify your non-aviation activities, what do you expect to gain, via an aviation-scholarship. Apply for AOPA’s AV8RS membership, FREE for students (www.AOPA.org/AV8RS). Plus, explore scholarship opportunities for 2022-2023 (www.AOPA.org/Scholarships), AWAM (www.AWAM.org), EAA (www.EAA.org), and Women in Aviation, International (www.WAI.org).



Finally, take time to further engage aviation-education into the existing STEM curriculum, of various school districts. For students, they are aviation’s future – encourage & mentor them. If you’re an EAA member, encourage them to participate in the “Young Eagles” programs.



The GSLFIA invites your support to help educate future pilots & Flight Instructors of tomorrow. Contact a board member, if you’d like to help.

Jeff Rapp
Ambassador to Education

..... the 1,500 hour rule !!!

Jim Stamm, GSLFIA Board of Directors

During a snowstorm in February 2009, Colgan Air Flight 3407 crashed on arrival into Buffalo, New York killing 49 passengers/crew and one person on the ground. The Captain had 3,379 flight hours and the First Officer had 2,244 flight hours and both were current and qualified in the Bombardier Q400 they were flying. The NTSB final report listed the “probable cause” of the accident as “the captain's inappropriate response to the activation of the stick shaker, which led to an aerodynamic stall from which the airplane did not recover.” Contributing to the accident were: (1) the flight crew's failure to monitor airspeed in relation to the rising low-speed cue, (2) the flight crew's failure to adhere to sterile cockpit procedures, (3) the captain's failure to effectively manage the flight, and (4) Colgan Air's inadequate procedures for airspeed selection and management during approaches in icing conditions. Link to the NTSB final report is here:

<https://www.nts.gov/investigations/AccidentReports/Reports/AAR1001.pdf>

However, in this NTSB report there was considerable discussion, comments and a recommendation to the FAA about “pilot fatigue.” The report concluded that both the captain and the first officer were fatigued at the time of the accident, but the NTSB could not determine how much it degraded their performance. So, “fatigue” was not listed in the probable cause of the accident, even when much narrative in the report is dedicated to the topic of “fatigue risks associated with commuting.”

In response to this Colgan accident, Congress directed the FAA to develop rules for more training after the NTSB found the Colgan pilots made mistakes that stalled their plane in a snowstorm. Then in July 2013, the FAA announced a rule “to boost training for

co-pilots”- it now required co-pilots (first officers) to get the same 1,500 hours of time as the Captain for their ATP certification. Before this new “rule” was enacted, first officers were only required to have 250 hours of flight time and a commercial pilot certificate. In my opinion, this new 1,500 hour rule has created such an incredible “hurdle” (in both time and cost) for new pilots, that it has (and continues to) adversely affect the entrance/recruitment and continuation of pilots into the airline industry. (a link to a CALAERO fact sheet on the 1500 hour rule: <https://calaero.edu/faa-1500-hour-rule/>)

Boeing’s “20 Year Pilot Outlook” report continues to project a tremendous pilot shortage thru the year 2040, stating a 612,000 pilot shortage which is down from a projected pre-pandemic shortage of 804,000 pilots. This “pilot shortage” over the next few years will be accelerated by the approx. 5,000 pilots who accepted early retirement during the early months of the pandemic.

One has to believe that the time and expense for a pilot associated with the “1,500 rule” has greatly contributed to this documented shortage. As a side note; the FAA estimates a tremendous drop in the number of people expected to complete their ATP certification, according to Mr. Drew Jacoby Lemos, RAA’s senior director of government affairs, the “FAA estimate of 3,800 new ATP certifications is 42% lower than the 2019 figure.”



..... the 1,500 hour rule !!! (Con't)

During a Regional Airline Association (RAA) Leaders Conference (Sept. 27-28, 2021), regional airline executives and speakers criticized the 1,500 hour rule and emphasized the importance of broadening pilot recruitment strategies and of increasing federal loan limits for new pilots. In an article titled, "In Face of Renewed Pilot Shortage, Key Lawmaker Stands Behind 1,500-hour Rule" written by Robert Silk for Travel Weekly on 29 Sept, 2021, many regional airline executives have recently renewed their plea for "relief" from this 1,500 flight hour requirement stating "the rule is ineffectual and imposes an unnecessary barrier to entry into the (pilot/airline) profession."

However, the remarks of Congressman Rick Larsen (D-Wash), Chairman of the House Subcommittee on Aviation during a question and answer session at the conference offered the carriers no reason for optimism. "Having been there when we wrote the rule, I feel very obligated to it, and we should." (Link to article: <https://www.travelweekly.com/Travel-News/Airline-News/Regional-carriers-want-relief-from-1500-hour-rule>)



Hopefully, future and current pilots along with entire airline industry will see some "relief" from this over reaching 1,500 hour rule to help address a national pilot shortage. I encourage you to write your Senator and Congressman concerning your position on this "rule" and support the efforts of RAA as they work to find some **rule relief** !!!!

In Appreciation to Creve Coeur Airport



The GSLFIA would like to sincerely thank Albert Stix and the staff of the Creve Coeur Airport. Their generosity and support of the Greater St. Louis Flight Instructor Association mission in promoting Aviation Safety and aviation education has been outstanding.

Albert Stix and the airport staff has continuously offered the facility for Aviation presentations by the STL TRACON, FAA Safety Program Events, Educational Presentations, GSLFIA Board Meetings and GSLFIA Membership Meetings.

Once again, on behalf of the GSLFIA Board of Directors and all members along with the greater St. Louis aviation enthusiasts, we sincerely Thank You !!!!

Keith Mueller President
GSLFIA



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've started this 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 and opportunities 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
Hiring a CFI and an A&P. Call now!!!!

St. Louis Flight Training CPS
 4020 Green Mount Crossing Drive #114
 Shiloh, Illinois 62269
 Ken Kopp, Owner
 618-670-5782
 Kwkopp762@gmail.com
Hiring a CFI 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

Need A&P's with IA and Avionics Experience. Contact Brian Borton ASAP

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

Hiring a CFII and MEI Immediately. Please contact Jim Franke immediately

Elite Aviation SUS
 18600 Edison Avenue
 Chesterfield, Missouri 63005
 John Tipton, Chief Instructor
johnt@eliteksus.com
 636-778-4400
Hiring an A&P. Contact John Tipton ASAP

Shafer Flying Service 3K6
 2070 Triad Road
 St. Jacob, Illinois
 618-644-5411
Note: Testing Center temporarily closed until further notice.

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 a part time CFI. Also hiring a line
service / grounds maintenance technician.
Please call Scott.**

Southern Illinois Univ- Carbondale MDH
Dept 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 Immediately for a great Part 141
University Program.
SEE: jobs.SIU.edu ASAP**

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

**Hiring 30 + Cessna 206 pilots.
Hiring 4 King Air Captains and 4 King Air
First Officers.
Also Hiring a Chief Pilot for the Cessna 206
Fleet.
Please call / contact Dave Pressy ASAP**

Hope to See You at These Events

GSLBAA Quarterly Luncheon

FALCON 6X PROGRAM UPDATE FALCON 10X INTRODUCTION

Hear the latest on Dassault's home stretch push to certify the Falcon 6X later this year, plus interesting new details about the M.925 Falcon 10X ultra-large business jet.

**GREAT
PRIZES**



- AND -

MINI BUSINESS AVIATION REGIONAL SHOWCASE

This event provides opportunities for aviation companies in the St. Louis area to showcase their businesses and services for the possibility of attracting employees or new customers.



Bring a
pop-up/table
display,
\$200 fee. To
reserve your
booth,
contact
Jeremy Cox
636-751-3987

[March Luncheon/Regional Showcase - "Falcon 6X Program Update - Falcon 10X Introduction"](#)

**GREATER ST. LOUIS
BUSINESS AVIATION
ASSOCIATION**

Please join us for our
46th Annual BAAMO Memorial Open
on Monday May 23rd, 2022 at Old Hickory Golf Club located at
1 Dye Club Dr. in St. Peters, MO 63304

EVENT TIMELINE:

Event Registration & Networking	10:00am
Lunch	10:30am - 1:00pm
Memorial	10:45am
Tee Off	11:00am
Happy Hour (Open Bar)	4:00pm
Awards Reception (Heavy Appetizers)	5:30pm

If you are not golfing, you may register for the reception and awards dinner on the website. We will have a silent auction www.32auctions.com/BAAMO2022, hole prizes, putting contest, and skins game. All proceeds will benefit Wings of Hope and the GSLBAA Educational Foundation. Sponsorships are still available and silent auction donations are welcome. See the website or contact Beth Henke-Campbell 314-210-7952.

For more information or to register please visit www.gslbaa.org

[46th Annual Business Aviation Association
Memorial Open](#)