

“Aviation Professionals Dedicated to Excellence in Flight Instruction”

Successful Airline Transition Seminar

On June 21st the Greater St. Louis Flight Instructor Association and Go Jet Airlines sponsored the Airline Transition Seminar at the Spirit of St. Louis Chesterfield Airport. The program was presented by Go Jet Airlines. Go Jet was represented by Brian Emmett Director of Flight Operations, Captain Mathew Pennell Chief Pilot and Captain Mark Butler the Manager of Training. Captain Greg Pochapsky Retired American Airlines and GSLFIA Board of Directors Member facilitated the event that provided presentations regarding preparing for a career as a commercial airline pilot. A wide variety of



topics were covered including what can be accomplished early in your flight training to help develop proficiency and study habits, building quality flight time, educational programs and understanding the mechanical and operational systems of the aircraft. The group consisted of approximately 42 students, with various levels of experience from student pilots to those meeting time requirements and starting the interview process for employment as an commercial air carrier crew member.

Coming Seminars

As mentioned in the May 2022 GSLFIA Newsletter, your Greater St. Louis Flight Instructor Association is bringing back the in-person presentations that were so well attended before the COVID Pandemic changed everyone's life. While we continue to monitor the Federal, State and Local COVID guidelines, we have a pretty full schedule planned for 2022 and beyond with some previous topics that were so well attended that we're going to bring them back and hopefully a few new topics that you might find informative.

Watch for newsletter items, notices at local airports and especially the FAA SPANS notices about two weeks in advance so that everyone knows where and when, but here's our proposed line up. We try to spread them around to the various local airports so that we get exposed to what they have to offer and to make it a bit more convenient for those who live in various places in the STL area.

FUTURE EVENTS

Beyond the Airmen Certification Standards

- “What the DPE sees and looks for on a check ride” Now scheduled for August 4th at the Creve Coeur Airport. Please check the poster size notice on page 6 of this newsletter.
- “Illegal Charters” (This topic is drawing a lot of scrutiny by our FAA friends). No specific date is listed for this presentation. Planned for the Fall schedule. Again, watch for airport notices and the FAA SPANS announcements.

Note: If there are any topics that you as a member would like to have addressed please contact a GSLFIA board member. We are here to support you, our membership and your flight students.

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**Greater St. Louis Flight Instructors
Association**

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Chesterfield, Missouri 63006-4488

A QUICK NOTE FOR TECH TALK!

For those of you that are in the process of registering an aircraft here is an item of interest concerning FAA Aircraft Registration.

>>> The FAA is running about five months behind in processing aircraft registration paperwork. Be aware that the application for aircraft registration is only valid for 90 days and may require several extensions before the final certificate is received from Oklahoma City. Please review the current process by going to FAASafety.gov (<https://www.faa.gov/>

Oshkosh Night Air Shows

Wed, 7 / 27 & Sat 7 / 30 8PM - 10PM

One of the most popular additions to Air Venture over the past quarter century, the Night Air Show, has proven to be a must-see "skylight" for every Air Venture enthusiast.

Tens of thousands are dazzled by an unmatched display of precision aerobatics from many of the world's top air show performers mixed with dazzling pyrotechnics.

Each of the night air shows will conclude with a thunderous firework display that has been termed as one of the best in the entire Midwest.



The FAA’s “Top 10” Leading Causes of Fatal General Aviation Accidents

By: Jim Stamm, GSLFIA Director

Here is something to reference as you discuss safety related topics with your student or can be used as an outstanding discussion outline with other instructors or certificated pilots on how to better the GA safety record. Instructors provide such an important and vital link in the “safety chain” as related to GA flying - any discussion invested as related to safety including tips, techniques or personal experience on how to be a better or safer pilot is guaranteed time well spent !!! The following comes from the FAA, a little dated but still very relevant.

General Aviation (GA) refers to **any** civilian flight *except* for *scheduled airline* passenger transportation (14 CFR Part 121). For the most part, general aviation applies mostly to smaller single and/or multi-engine aircraft, including those flown by personal or private owners and those rented for personal use or flown for flight training at Fixed Based Operator (FBO) flight schools. Unfortunately, many accidents involving GA aircraft are fatal. According to the FAA, here are the top 10 leading causes of fatal general aviation accidents from 2001-2016 :

1. Loss of control in-flight (LOC-I)

A loss of control in-flight is the most common cause of general aviation accidents. Loss of control in-flight typically occurs when a plane deviates from its “flight envelope,” i.e. the aerial region within which an aircraft operates safely. This envelope varies per aircraft and defines the safe degrees to which a plane can pitch and bank, as well as the aircraft’s appropriate speed (which can also vary according to weather conditions). A broad spectrum of issues causes loss of control in-flight, including: stalls, weather conditions, and/or pilot error. In some cases, aspiring pilots may not receive adequate training for how to handle a plane that deviates from its operational envelope. Regardless, LOC-I is the leading cause of general aviation accidents

and causes thousands of plane crashes and fatalities worldwide each year.

2. Controlled flight into terrain (CFIT)

Second in the FAA’s top causes of general aviation accidents is controlled flight into terrain (CFIT). CFIT occurs when an aircraft unintentionally collides with land, water, or some other obstacle without there being any indication that the pilot lost control. While these types of plane accidents can happen under many different circumstances, the vast majority of CFIT accidents occur as a plane is approaching to land. CFIT accidents are often caused by issues with visual contact, disorientation, weather conditions, descending below the minimum safe altitude (MSA), and procedural mistakes.

3. System component failure – power plant

A system component failure – power plant accident occurs when a failure of all or a part of a power plant (cylinder, pistons, gearbox, turbocharger, transmission, power plant controls, reversers, propellers, etc.) makes an aircraft impossible to control. SCF-PP accidents can occur in both single and twin-engine planes.

4. Fuel-related problems

This type of airplane accident is typically caused by one of several miscalculations: the miscalculation of a plane’s current fuel quantity, a miscalculation of the amount of fuel an aircraft needs, or misunderstanding on the type of fuel for the aircraft. A fuel issue can also be the result of a mechanical malfunction or failure of an aircraft component. All of these issues can result in either fuel exhaustion (a total lack of fuel) or fuel starvation (in which fuel is present but cannot reach the engine), both of which can lead to engine failure.

5. Unknown or undetermined

When plane wreckage is difficult to reach (as in underwater or in unsafe terrain) or when damage to the plane wreckage is extensive, it is not always possible to find out information or evidence pertaining to an

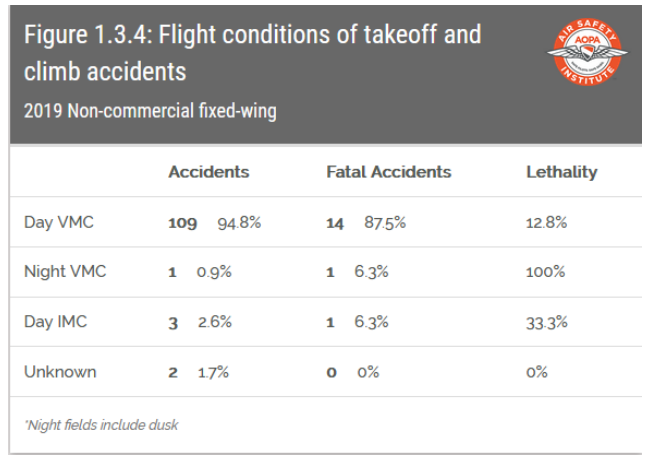
The FAA’s “Top 10” Leading Causes of Fatal General Aviation Accidents (Cont)

accident. Under these circumstances, the agencies that investigate the causes of airplane crashes, including the FAA and the NTSB, may be unable to determine the cause of an accident.

6. System component failure – non-power plant

A system component failure – non-power plant accident occurs when a failure of non-engine parts makes an aircraft impossible to control. Outside of the engine, there are still many areas of an aircraft that can fail. These include:

- Software and database system failures
- Maintenance failures
- The failure of a control system, propeller, tail rotor drive on a helicopter
- The separation of parts from the airplane.

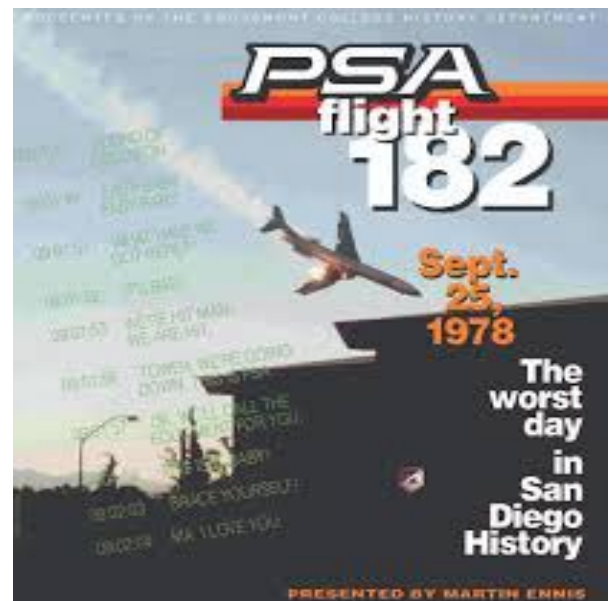


7. Unintended flight in IMC (UIMC)

Instrument Meteorological Conditions (IMC) refers to weather conditions in which a pilot must refer to instruments in order to navigate. When doing so, the pilot is flying under Instrument Flight Rules (IFR) instead of Visual Flight Rules (VFR). Accidents caused by unintended flight in IMC occur when a pilot who was previously navigating using only Visual Flight Rules (VFR) loses visual references and is either unqualified to fly in IMC and/or is flying an aircraft that’s unequipped to fly IMC.

8. Midair collisions (MAC)

Midair collisions are accidents where two aircraft collide while in-flight. The majority of midair collisions occur near airports where air traffic can be congested. There are many factors at play when determining the cause of MACs, from the quality of airspace design to pilot management or pilot situational awareness to the use of Traffic Collision Avoidance Systems (TCAS).



9. Low-altitude operations (LALT)

LALT accidents occur when a pilot is intentionally operating in close proximity to terrain, water, or other obstacles. These accidents do not include accidents that occur during the takeoff or landing phases of flights. Many of LALT accidents occur during aerial work like crop dusting or sightseeing.

10. Other

While the aforementioned 9 types of aircraft accidents make up the majority of fatal crash types. However, there are many other types of airplane accidents, including bird strikes, hijackings, fires, and so on, that make up this final “other” category of top causes of general aviation accidents.

Aviation Safety is “Everyone’s” Business !!!.....thanks for reading, now discuss with others !!!

Sparta's Hidden Gem

In the heart of Sparta, IL is a hidden gem of an FBO. Sparta Aero Services, Inc. manages and maintains this two runway airport on historic Hunter Field. It offers two RNAV approaches, an LPV and LNAV+V, on the 4002 x 75 ft, asphalt runway as well as offering a 2958 x 110 ft turf runway. The grass runway is a great opportunity for pilots to practice actual soft field take off and landings. Sparta Aero has a top notch maintenance facility, perfect for that upcoming annual inspection. Their maintenance technicians will be able to help you with anything from a simple oil change to an engine swap to keep you on your way. If you are in need of a safe supply of aviation fuel, they offer 100LL and Jet A at reasonable prices. Sparta Aero Services, Inc. keeps aviation fuel prices competitively low, so you still have enough money for another lap in the pattern.



This FBO is closely tied to the community. They are always offering ways to spark the interest of general aviation to future pilots with Discovery Flights for only \$99. Once you participate in a Discovery Flight and catch the flight bug or have always wanted to fly, they offer comprehensive flight training in the choice of two Piper Archer aircraft. There are several qualified instructors available to fit your busy schedule. There is always time for a flight. This FBO knows that community involvement is important and supports this idea with participation in the adopt a highway program, local school field trips to the airport, and spending time at high school career fairs.



This historic town makes KSAR a great place to stop to grab some lunch or just explore the town. There are many delicious places to eat nearby. You can get a quick bite or dine in with choices from slow cooked BBQ to home town cooking. Soon, the Airport Authority hopes to remodel the main terminal building, which will be a much needed upgrade to the facility. If you're ever in the area fly in or stop by and see what KSAR has to offer.

Information Courtesy of
Scott Marquarte
Airport Manager



Just a reminder that Air Venture 2022 is less than two weeks away! Advanced ticket sales indicate the potential for a record crowd this year Monday July 25th – Sunday July 31st



LOOKING OUTSIDE THE ACS & PTS

AND SETTING UP FOR CHECK RIDE SUCCESS

WITH MATT CONRAD, D.P.E.

Thursday, August 4, 2022

7:00 p.m. - 9:00 p.m.

Creve Coeur Airport - Main Terminal - Banquet Hall Hangar

Presented by:

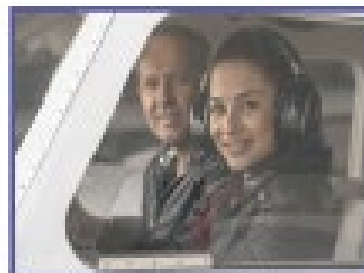


**Greater St. Louis Flight
Instructors Association**

Come listen to local St. Louis Designated Pilot Examiner Matt Conrad as he discusses how to look deeper into the ACS and PTS when it comes to preparing for upcoming check rides.

Topics will include risk management, tips for your check ride, and common errors. Participants will have the ability to ask questions in an open format as well.

This event is open to anyone to attend, with an emphasis on current CFI's, CFI's-in-training, and students who are preparing for any type of upcoming check ride.



Registration not required, but recommended for WINGS credit. Additional registration details to be sent out via FAA Safety SPANS Notice

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

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**

**We often hear about the safety mission of
the FAA and the acronym FAASafetyTeam so here
is a little background for your information**

FAASafetyTeam Mission Statement

Lower the Nation's aviation accident rate by conveying safety principles and practices through training, outreach, and education; while establishing partnerships and encouraging the continual growth of a positive safety culture within the aviation community.

FAASafetyTeam Organizational Structure

To fulfill its mission, the FAA's Safety Program has a National FAA Safety Team (FAASafetyTeam) staff with assigned personnel holding positions such as Safety Liaison Team (SLT) Leads. FAASafetyTeam Program Managers (FPM) are located at Flight Standards District Offices (FSDO). The National FAASafetyTeam develops the National FAASafetyTeam Performance Plan (NPP) as well as national policy and guidance. FSDOs utilize assigned FPMs to accomplish the NPP and achieve the FAA's safety program goals.

FAASafetyTeam Process for Planning to Reduce Accidents

The National FAASafetyTeam develops standardized safety interventions for General Aviation (GA), and supports other safety initiatives such as UAS, Next-Gen, Runway Safety and the General Aviation Joint Steering Committee (GAJSC) Safety Enhancements, etc. These are included in the FAASafetyTeam National Performance Plan (NPP). In addition, there is flexibility built into the program that affords the FPMs the ability to innovate locally, and respond to localized safety issues through:

- + Accident/incident reports involving airmen from the area
- + Hazards identified by FAA Inspectors at local Flight Standards District Offices
- + Info from the local aviation community

