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GSLFIA News

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

"Aviation Professionals Dedicated to Excellence in Flight Instruction"

LOCAL EVENTS FOR 2026

Welcome to Spring 2026!! The Spring weather is finally starting to appear and remind us how much we enjoy the warmer weather.

Looks like 2026 is going to be an aviation bee hive of activities in the STL area. Many of the area aviation organizations are sponsoring a wide variety of aviation related events that appeal to all ages.

The Chesterfield Spirit of St. Louis Airport Airshow and STEM event will truly be one of the highlights of the Summer. Tickets are only available online so plan to purchase them early. This is frequently a sell out event and one of the best airshows that you will find anywhere!

FEATURING THE U.S. NAVY BLUE ANGELS

JUNE 6TH AND 7TH

GSLFIA EVENTS SCHEDULED SOON

The GSLFIA is also developing a list of safety related seminars events this year that cover a variety of topics. We just completed the first that was at the St. Louis Downtown Airport on Thursday, March 12th that Featured Doug Keck, a highly experienced A&P and IA, who covered many topics on aircraft maintenance.

The next GSLFIA event features Pete Seddon an FAA Air Traffic Control Specialist from the ST. LOUIS GATEWAY TRACON. The event is just a short few weeks away at the Southwestern Illinois College Belleville Campus. This event is sponsored by the GSLFIA and the Southwestern Illinois College Aviation Technology Programs. The event is on April 28th at the Southwestern Illinois College Belleville Campus at 6:00pm in the Liberal Arts Building Theater room 1370. See the media flier included with this newsletter.

AVIATION YOUTH SUMMER CAMPS

Southwestern Illinois College sponsors the **ANNUAL AVIATION SUMMER CAMP SAMPLER** each year for incoming high school seniors. The three-day event is tremendously popular and engages students with hands-on learning events in Aviation Maintenance, Avionics, Precision Machining Young Eagles flights etc. There are also several tours of the major aviation facilities and MRO's in the area. Plans are in operation to expand the event in coming years to add several more event each summer.

Sponsorships and facility tours are always welcome to help generate interest in aviation careers. Total costs is only $75.00 for the three-day event.

See additional information for this event and several others attached to this newsletter.

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MOSAIC—THINGS YOU MAY HAVE MISSED

By Bob McDaniel

The FAA's Modernization of Special Airworthiness Certification (MOSAIC) is often referred to as "Sport Pilot 2.0." Although it is one of the best things the FAA has done for recreational aviation in decades, there's a common misconception that it only affects Sport Pilots flying "little airplanes." It includes much more than just changes to the Sport Pilot program and has some big wins for all pilots. There are even significant portions of the new rules that do not apply to Sport Pilots. This article will cover important things you may have missed and a few changes that have hidden implications.

MOSAIC affects two regulatory areas. Part 61 changes pilot and repairman privileges and Part 91 changes how certain aircraft can be operated. It also has two implementation dates, the first of which was last October and greatly expanded Sport Pilot privileges and the aircraft Sport Pilots can fly. They are no longer limited to only Light Sport Aircraft.

The second phase goes into effect July 24th and covers the airworthiness standards and certification of new aircraft and what aircraft can be certified in the Light Sport Category.

You're probably familiar with the types of aircraft Sport Pilots can fly: fixed-wing single-engine land and sea planes, gliders, gyroplanes, airships, balloons, powered parachutes, and weight-shift control aircraft. MOSAIC adds a new type of aircraft—"Rotorcraft Helicopter with Simplified Flight Controls." Note that it does NOT include existing conventional helicopters, and helicopters with simplified flight controls are not currently available. So, what are simplified flight controls? It's sensors and computers that control all aspects of flight. These new aircraft will not have the familiar control stick, control yoke, rudder pedals, or flight instruments. You'll control the aircraft with knobs,

Buttons, and touch screens. A good example of this is the Pivotal Helix, a single-seat, all-electric, vertical take-off and landing aircraft shown below.

PIVOTAL

Its fly-by-wire control system includes only joysticks and a touchscreen for displaying flight and navigation data. You can place a $50,000 deposit on one today and expect delivery within a year for a total price of only $190,000, including the necessary training.

Sport Pilots are no longer limited to Light Sport Aircraft. In fact, in July, the very definition of Light Sport Aircraft will be removed from all FAA regulations. Pilots can now fly any aircraft that meets the performance limits and design criteria specified in FAR 61.136. Those aircraft can have a maximum stall speed in a clean configuration of up to 59 knots calibrated airspeed. That's a significant increase from the earlier 45 knots.

Sport Pilots can now fly most current LSAs, and many common larger aircraft such as the Cessnas and Pipers many pilots trained in. Even early Cirrus aircraft can now be flown by Sport Pilots.

As mentioned previously, the Light Sport Aircraft definition will be eliminated. New aircraft will be certified with a "Special Airworthiness Certificate in the Light Sport Category." Those new aircraft can include twin-engine aircraft, electric and jet-powered aircraft, and the computer-controlled aircraft that are coming soon. The FAA was very forward-thinking when they developed these new regulations. They even allow for certifying flying carpets powered by magnetic levitation if anyone ever invents them.

As previously mentioned, Sport Pilots can now fly aircraft with stall speeds up to 59 knots in the clean configuration. However, AIRCRAFT certified in the new Light Sport Category can have stall speeds up to 61 knots in the landing configuration. As a result, aircraft certified in the Light Sport Category MAY NOT meet the new performance and design criteria required for Sport Pilot operations. Again, for emphasis, Sport Pilots may not legally fly ALL light sport category aircraft.

How do you know if you can legally fly a specific aircraft as a Sport Pilot? It's your responsibility to know! You must check the stall speed in the aircraft flight manual or in the aircraft's official Type Certificate Data Sheet (TCDS). You can find the TCDS by doing a simple Google search for your "Make Model TCDS" or by going to https://drs.faa.gov and entering "TCDS" in the search box on the left side of the page. That will take you to the next page where you can enter your aircraft make and model. In addition to stall speeds, the aircraft's official data sheet contains several pages of information about your aircraft's performance specifications as well as its limitations, including every placard and label required to be on your aircraft and displayed in the cockpit.

Aircraft that can now be flown by Sport Pilots include those with four seats, retractable landing gear, and constant speed propellers. There are no longer any horsepower, speed or weight limitations. Sport Pilots can now also fly at night. However, all these new privileges come with additional conditions.

Although you can fly a plane with four seats, you are still limited to only one passenger.

To fly a more complicated plane, you must have logged training and have a flight instructor endorse your logbook before flying a retractable gear aircraft or one with a constant speed prop.

It's a little more complicated for night flying. The night training requirements for a Sport Pilot are specific. They require 3 hours of night training, 10 full-stop takeoffs and landings, and a 25-mile night cross country. If you do not have all those specific dual training tasks documented in your logbook, you will require additional training before operating as a Sport Pilot at night.

Under current FAA interpretation, if a Private Pilot or higher chooses to operate as a Sport Pilot, they must receive an additional CFI logbook endorsement to fly at night as a Sport Pilot, even if they already hold a higher-level certificate and have completed the required night training.

MOSAIC—THINGS YOU MAY HAVE MISSED
Continued

In addition to the required training and CFI endorsement, you must have a current FAA Medical Certificate or Basic Med authorization to operate at night. If you have neither, you must apply for a Medical Certificate. If it is then denied for any reason, you cannot fly under Basic Med or even as a Sport Pilot with just your driver's license. YOU WILL LOSE ALL YOUR SPORT PILOT PRIVILEGES… FOREVER! You will not be able to fly during the day or night! So be sure you're healthy before you choose to go for the night flying privilege.

MOSAIC does bring a few losses. Prior to October 2025 a Sport Pilot rated in powered parachutes or gyros could train in a fixed-wing aircraft and have a second CFI administer a Proficiency Check to obtain an add-on fixed-wing rating. That is no longer allowed. You must now take a Practical Test administered by a Designated Pilot Examiner to obtain the fixed-wing rating. (That does not apply in the reverse. A fixed-wing Sport Pilot can obtain an additional Sport Pilot rating in another category by training with one CFI and passing a proficiency check administered by a second CFI.)

MOSAIC was a big win for aging pilots. I know many Private Pilots who owned four-place aircraft who faced health conditions that might have prevented them from passing an FAA or Basic Med physical. Afraid of losing their pilot privileges, they felt forced to sell their aircraft. The expense of purchasing a new LSA to fly for what could be a limited time forced them to stop flying altogether. Now, provided they've never had their medical certificate suspended, revoked or denied, they can continue to fly their four-place aircraft with just their driver's license. Two big caveats—they can only carry one passenger and they must "self-certify" that they do not have any condition that would make them unsafe to fly.

There's another big win for pilots who own Experimental Amateur-Built Aircraft. Under current rules, if you did not build the aircraft and obtain a Repairman Certificate, you must hire an A&P to perform the required annual condition inspections. As of next July, if you built an Experimental LSA and received the Repairman Certificate, you can also perform the condition inspections on ANY Experimental Amateur-Built aircraft you own, even if it's a big Christen Eagle or Starduster Too. It does NOT have to be in the Light Sport Category. However, before you do, you must visit your local Flight Standards District Office (FSDO) and have your aircraft operating limitations amended.

What if you purchase an Experimental Amateur-Built aircraft someone else built? You can obtain a fixed-wing repairman certificate by completing a 2-day, 16-hour course. Here in the Midwest, the course is offered by Rainbow Aviation for about $500. Once you have the certificate, you can then go to your local FSDO and have the operating limitations amended to allow you to perform the condition inspection.

Here's another "win" for experimental aircraft owners: Read your Operating Limitations. They probably prohibit operations over densely populated areas and in congested airways. After July 24th, those restriction can be removed by visiting your FSDO and revising your existing Operating Limitations.

Many things did not change. Sport Pilots still must fly below 10,000 feet MSL or 2,000 feet AGL, whichever is higher, carry only one passenger, and avoid IMC conditions. Although twin-engine aircraft can now be certified in the Light Sport Category, Sport Pilots cannot fly them, and they cannot fly jet-powered aircraft because jets require type ratings.

MOSAIC may be the boon to flight training that the original Sport Pilot program was supposed to be. In addition to a much wider choice of aircraft, zero-time students can now start their training with any flight instructor and go through solo without having to apply for a medical certificate. They can then decide whether they want to get a Medical Certificate and continue following the Private Pilot curriculum or choose the less-demanding Sport Pilot track using their driver's license as their medical qualification.

CFIs can continue to teach as Sport Pilot instructors, flying in command and receiving compensation, with just their driver's license. There is no need to make any changes to your certificates.

MOSAIC includes a variety of other changes such as allowing LSAs to perform certain aerial work operations including towing; it codifies operations for certain experimental aircraft conducting space support flights; and it updates right-of-way and Class G operating rules.

MOSAIC is a gamechanger and has a lot of good things packed into it—lots of pluses and a few gotchas. So, get into the regs and be sure you understand and comply with them when you fly.

FAA Releases Part 141 Modernization Proposal

Report outlines proposals to alter certificated flight school approval, oversight and training technology.

Matt Ryan

Thursday, April 02, 2026 at 02:14 PM ET Verified

Edited By: Zach Vasile

[Credit: RGtimeline | Shutterstock]

Key Takeaways:

The FAA has released a new report outlining a broad proposed rewrite of how Part 141 flight schools would operate. This proposal would shift the current system away from a model built largely around local office approvals and prescriptive requirements toward one centered on standardized oversight, data reporting and performance-based compliance.

Submitted by the National Flight Training Alliance with industry representatives and subject matter experts, the March 31 document follows a year of public meetings and is intended to help guide possible future policy changes or rulemaking.

Under the recommendations, one of the biggest changes would be moving much of Part 141 oversight out of individual Flight Standards District Offices and into a centralized FAA management office. That office would handle initial certification, amendments, examining authority applications and national standardization, while still delegating some inspections locally.

The report says the current model can produce uneven interpretations from one district to another, slower approval timelines and added difficulty for schools trying to expand or update training programs.

It also calls for replacing periodic recertification and static pass-rate benchmarks with a system based more on continuous monitoring, school performance data and documented quality controls.

More authority for schools, more structure for oversight

The report would also change how schools manage their own operations. It recommends giving chief instructors more authority to make routine revisions and personnel appointments without waiting for repeated FAA signoff each time.

Instead, schools would make those changes and report them through the FAA's oversight system.

It would also move more school documentation into a single Pilot Training Management Manual and use the FAA's Safety Assurance System as the main repository for operational specifications. At the same time, the proposal would add formal Safety Management Systems and Quality Management Systems to the Part 141 environment, with schools expected to document how those systems work and show evidence that they are producing measurable results.

Another major change would affect examining authority and training devices. Under the current model, practical test pass-rate thresholds play a major role in whether a Part 141 school can obtain or maintain examining authority. The report recommends moving away from that approach and instead evaluating whether a school has a functioning quality system, standardized instructor training and reliable internal testing procedures.

It further calls for chief and check instructors to be trained and managed more like designated pilot examiners. This includes adding recurrent standardization training and making examining authority a privilege tied to continued performance rather than fixed numerical benchmarks alone.

The report also calls for more credit for flight simulation training devices, recognition of extended reality tools and creation of an enhanced advanced aviation training device category.

In addition, it proposes revising the appendices that govern approved courses, including updates tied to current Airman Certification Standards and new pathways for combined or reduced-time courses when schools can show equivalent safety and training outcomes.

Long-running framework faces broader review

The effort comes in an effort to update a regulatory structure that still traces much of its foundation to older rules, even as training demand, aircraft technology and instructional tools have changed. Part 141 remains the FAA's framework for certificated schools, though a large share of flight training still takes place outside of Part 141 schools, instead training directly to meet Part 61 standards.

The FAA is continuing to take public input on the issue following two virtual meetings held March 10 and March 11. Written comments open through April 10. That feedback is expected to help shape a findings report later this year as the agency considers what parts of the modernization package may move forward.

GATEWAY TRACON PRESENTATION

PETE SEDDON
FAA AIR TRAFFIC CONTROL SPECIALIST

April 28, 2026

6:00 p.m. - 8:00 p.m.

Southwestern Illinois College (SWIC)
Liberal Arts Building - Room 1370
2500 Carlyle Ave, Belleville, IL

Presented by:

Greater St. Louis Flight Instructors Association

Take advantage of the spring edition of the popular series of TRACON seminars coming up in Metro East St. Louis. Pete's presentations cover timely topics, case studies, safety discussions, and an open format Q&A session that allows attendees to get answers and insight from an experienced local ATC controller.

Pete's presentations are well attended by the local STL aviation community and are ideal for pilots of all skill levels and experience! Student pilots encouraged!

PLEASE REGISTER

Registration not required to attend, however it is recommended for WINGS credit.
Look for additional registration details to be sent out via FAASafety SPANS Notice prior to the event

OPEN TO THE PUBLIC

EAA CHAPTER 864 PANCAKE BREAKFAST

SATURDAY, JUNE 20, 2026
7:30 - 11:30 AM

$10/adult
$5/kids 4-12 years
Kids under 3 FREE

Enjoy all you can eat pancakes, scrambled eggs, sausage, coffee, and juice.

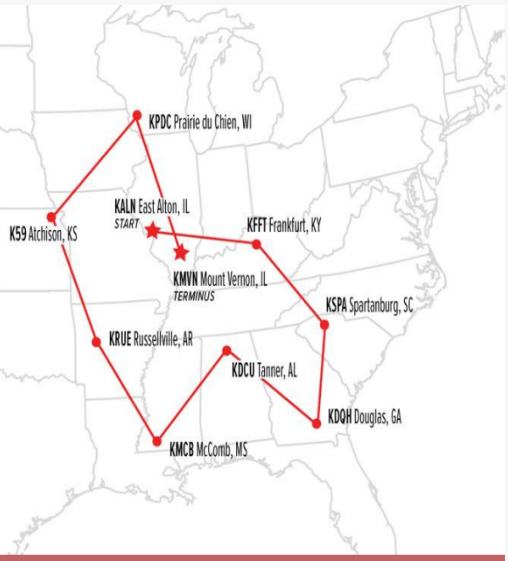
eaa864info@gmail.com

49TH ANNUAL AIR RACE CLASSIC 2026 ST. LOUIS REGIONAL AIRPORT

St. Louis Regional Airport (KALN)
8 Terminal Drive, East Alton, IL 62024

Come out and enjoy breakfast, learn about the air race, meet the pilots, and see airplanes.

arc
Air Race Classic
June 23-26 2026



JOIN US FOR THE TAKE-OFF CELEBRATION

FREE ADMISSION

The Air Race Classic contestants start their 2,384 mile journey from St. Louis Regional Airport

Tuesday, June 23, 2026

8:00am - 9:30am

Doors open at 7:30am

St. Louis Regional Airport
16 Terminal Drive
East Alton, IL 62024

Bring your own chair to the designated viewing area

49TH ANNUAL AIR RACE CLASSIC 2026 ST. LOUIS REGIONAL AIRPORT

The Air Race Classic is an all-female piloted aviation race featuring 60 teams from across the country, all competing in flying a pre-determined four-day route. For the first time ever, St. Louis Regional Airport will serve as the starting point—don't miss this exciting takeoff event!

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8 Terminal Drive
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Join Women in Aviation at SWIC

What is WAI?

🌍 International organization with 20,000+ members worldwide
💖 Supports and empowers women in aviation & aerospace
✈️ Connects students to careers, mentors, and opportunities

Why join our student chapter?

✈️ Learn about aviation careers
💬 Make friends & network
🎓 Scholarships & opportunities
🌎 Empower women in aviation

Meeting Info:

📅 April 19th
⏰ 6:30 PM
📍 SWIC

💗 Meets one Sunday a month
💖 We'd love to see you there!

Scan the link to join today!

Questions?
Contact Alyssa:
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