



GHAFI NEWS

www.ghafi.org

Greater Houston Association of Flight Instructors

March 2018

PRESIDENT'S MESSAGE

It is March already. Wow. Looks like spring is springing up all over the place and hopefully the winter weather is all behind us for a while. Personally, I won't miss it. That also means it is time to get out and start moving again. Before I get off into upcoming events though, let me take a few minutes and recap last month's BoD meeting and what came out of it.

The Board met out in Cypress once again and the meeting was well attended with some new faces joining us for the first time. It proved to be a very productive meeting. Several items were discussed, some at length and on the topic of continuing the efforts to regain FIRC status, some very impassioned points of view. That was the "800 pound gorilla sitting in the corner" when it came to agenda items for the evening. It was the last agenda item but far, far from the least in importance. Let me sum it up this way; we offered an exceptionally good product to our membership with our FIRC programs for many, many years and we are NOT quite ready to give up on that yet. In the meantime, we are going to continue with our quarterly "Safety Meetings" that we have had very good success with of late. Ain't broke, don't fix it!

Among the other items discussed was a reminder that elections are coming up in June and the floor is now open for nominations. If you have ever considered stepping up and serving your organization, now is the time to throw your hat into the ring. Don't be shy, just dive in. I think that you will be glad that you did. I hope that two of our newest BoD members, Martin Wolff and Dr. Becky Lutte, are glad they did. I know that I am tickled to have them among us. They added much to our discussions and I truly appreciate that. You can too!

Our "associate member initiative" is paying great dividends and I am rapidly learning how much gold there is to be mined out there. Our newest "associate" members are bringing tons to the table and their enthusiasm is truly remarkable. They may not be flight instructors but I believe that these folks cannot only bolster our ranks but our whole organization. This is not hyperbole, I sincerely believe that they can and in some cases, already are really making a difference and there's room for a lot more! Keep'em coming...

Social media. Expect to see some changes to our website in the near future. Then there is the best-kept secret in GHAFI, our Facebook page. Yes, we have a Facebook page. Please come and join us. Be part of the conversation or start one up. Director Robbie Boettcher is our "moderator". Spread the word.

Plans are well in the works for our first "airport reach-out" trip. We will put out an email blast when everything is finalized. We may even post it up on our Facebook page.

Now that I have covered the business end of things, let's have some fun. It is time for our spring outing and we have decided that now is the time to do our previously aborted tour of the Lone Star Flight Museum at Ellington. This is a "fly-in/drive-in" event. Admission rates vary so check in with them online to see the rate structure. On ramp parking at the facility is available along the east fence line IF air operations aren't being conducted, so if you are planning to fly in, please check with them in advance to clarify the parking arrangements. Yours truly will conduct the tour with the able assistance of our own Robbie Boettcher who is a "docent in training" at the museum. I will be emphasizing the aviation training aspect of the museum and I promise there is a lot to see. This facility is nothing like what we had down in Galveston beyond the aircraft parked in the hangars. Please come and join us. I think that you will be impressed.

Well, I think I have just about covered everything to bring you folks out there up to date. Please let me hear from you. I am still quite busy with my home, but I can certainly take a few minutes to visit with you if you call, so please do. In the meantime, go out and have some adventures and as always, fly safe!

Greg White, President
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281-859-9476

FLIGHT PLAN

GHAFI Upcoming Events

Lone Star Museum Tour

24 March 2018

Further details to follow.

All GHAFI members are invited to attend.

Quarterly FAASTeam Meeting

24 April 2018

Details to follow.

All GHAFI members are encouraged to attend.

In Aviation History

GHAFI STORY: Freedom to Fly

Aviation Decision Making

In GA flying, we must dance to three fiddlers: SAFETY, REGULATIONS, and INSURANCE. Three questions we must ask ourselves about the flight we are about to make:

- (1) Is it safe?
- (2) Is it within the FARs?
- (3) Are we and the airplane insured?

We have great freedoms to fly and there are many flights we can say “yes” to (2) and (3), but it AIN'T SAFE! Notice this is the pilot's decision which will require a lot of both common sense and acquired wisdom!

To fly, all you need is some sort of an airplane, some sort of a license, some sort of medical, and a lot of common sense. As a CFI, I like to borrow a phrase from our great founding fathers: “*We hold these truths to be self evident*” and apply it to “*what truths might we expect to find or not to find, in the minds of our students?*”

Most of the FARs are written for safety and intended for our own good! In spite of the FARs, we still have the tremendous freedom to fly and enough freedom to kill ourselves over and again. We can really realize our freedoms when flying in uncontrolled airspace, but with freedom comes responsibility.

Once upon a time, along the eastern seaboard, both the US Navy and the USAF had their cadet training facilities (maybe yet today?) but located at different airports. Not far from either of the training bases was a VOR located where uncontrolled airspace was 1,200 feet AGL. A Navy flight instructor wanted to get the boys some actual IMC training and had a great idea how to do it. With 1,000 feet overcast, they would takeoff VFR and in VMC without the necessity of any flight plan. Once out of Class D airspace and in uncontrolled airspace, the instructor would have the student climb into IMC at or below 1,200 feet without the hood! There they could do some pattern work, tracking in and out, and holding to their hearts' content, all perfectly legal! One day during their IMC training session, they felt a big air pocket in the normally very smooth air. The instructor said, “*GEE, that felt a lot like wake turbulence?*” After a few inquiring telephone calls, they found that the Air Force instructors had the same good idea, were using the same VOR, and had been doing those IMC training flights for months! ---- OOPS. The Navy and Air Force instructors then decided that they should coordinate the times when they were going to use that VOR for IMC training! What if the local GA CFIs would have had the same “good idea?” Can you see a safety issue here?? This is not only a true story, but it is a classic method to use uncontrolled airspace for IFR training (getting your student some actual flight in IMC). In the US, there are many VORs located in the 1,200 feet AGL uncontrolled airspace that qualify for this type of IMC training flights!

Closer to home, consider the following training flights to get your students some “quiet” actual IMC time; i.e. no ATC IFR flight plan. Take off Brenham (11R) with about 500 feet overcast. Seven miles SW, climb into IMC to 1,000 feet (AGL), direct to the Industry VOR (IDU). Do your IFR training work (IMC) around the IDU VOR. Track out from IDU on about the 25° radial, descend to VMC (below 700 feet AGL), land 11R. “*Gee, David, what about towers?*”

These flights in IMC are perfectly legal, but please note: the aircraft and the pilot must be instrument qualified and current!! Also notice that it fails the first of the questions you need to ask yourself about any flight: “*IS IT SAFE?*” --- NO. But, we have the freedom to make such flights in IMC. As a matter of fact, under Part 91, if the pilot decides, we can take off in zero-zero, if we want to! This is one reason we train our instrument students using the instrument take off (the ITO), at least once or twice, I hope!

I like to talk to each of my students about what I call, “courage to cancel” or simply “CtC” when discussing some serious aviation decision making (ADM). Let us confess, we pilots do develop a superman/woman complex relative to our apparent bravery. Once when I was working with a primary student and we had flown in some marginal weather conditions, he said “*Gee, David you're not afraid of anything!*” Sometimes it is better not to be so brave when considering a flight you are about to make.

In the 1990s, I was the proud owner of a Piper Navajo, PA-31-310C. This was a heck of a fun flying airplane! We were planning a camping and canoeing trip to the Big Bend area starting with a flight to Alpine, Texas. It was late in November and for days earlier the weather forecasts didn't seem to pose any problems. We all met up at the hangar, unloaded our stuff in preparation to load the airplane. Well guess what? Flight service was now forecasting "icing of unknown intensity," maybe moderate to heavy? My Navajo was equipped with deicers on all leading edges and electric boots on the props, so, "*David, what's wrong with this flight??*" My earlier flight experiences in icing conditions were not the best. With my passengers all ready to go and looking at me, I was now stressing with the decision: "*Do I have the courage to cancel??*" Well, I cancelled the flight!

Throughout aviation history, many good pilots did not have the "courage to cancel" and the flights ended in tragic fatal airplane crashes. I am sure you can easily remember some of these famous airplane wrecks. Even airline pilots of today are expected to be supermen/superwomen captains never to be stressed about their aeronautical decision making abilities. NOT SO FAST! For example: the company's flight dispatcher blesses each trip, but then the captain is in command and it's his/her baby from "engine start to engine shut down." If the captain, for some reason, has to have the courage to cancel the trip or any part of the trip, he/she will get a letter from the chief pilot! Recall Captain Sully, who really proved himself to be superman by flying the A320 with no engines at all! Also recall that both the FAA and Airbus questioned his ADM! Since flying for the airlines is their career, do you imagine ADM would be stress free or a piece of cake??

David Henderson, CFII
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Quarterly Board of Directors Meeting

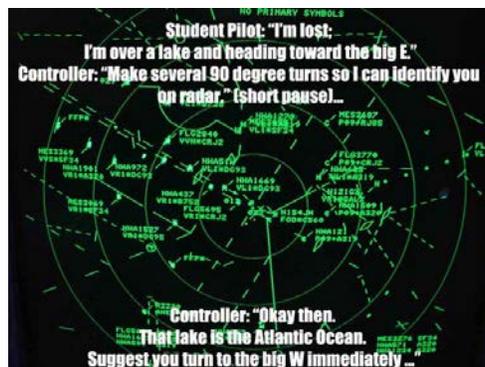
On 20 February 2018, we had our quarterly Board of Directors Meeting at Texas Mesquite. It was well-attended, and we hope you remember that ALL GHAFI members are welcome to attend Board meetings.

We started with a short social gathering, followed by dinner and the meeting. Greg White led the business, including the upcoming June elections of Board members. As he mentions above, nominations are currently being accepted. One immediate change to note is that Maureen Garrow has graciously accepted the appointment to be our new NAFI Liaison in lieu of Gary Whitfield.

Part of our mission is to mentor not only CFIs, but also other pilots, particularly at area flight schools; one method of doing this would be to go to them. We have discussed going to one particular airport, making arrangements to have a cook-out and refreshments, inviting all flight schools from that particular airport. GHAFI members would be there to cook, with our CFIs there to answer questions. We would also like to have career counseling for these CFIs and other pilots regarding future aviation careers. We hope to have one in April at KDWH, David Wayne Hooks Airport. Further information will be in the April newsletter and an email blast.

Work is currently being done on setting up the ability to process credit cards for members to pay dues. We are also working on our social media presence, both on Facebook and on our website.

The Lone Star Museum tour will be on 24 March. The next quarterly safety meeting will be 24 April; Maureen Garrow is coordinator. Work is also continuing regarding FIRC.



OUR ORGANIZATION

Greater Houston Association of Flight Instructors (GHAFI)
19728 Saums Road, PMB #141
Houston, TX 77084
www.ghafi.org

A professional association for the promotion of aviation safety and instructor education, standards and welfare.

MEMBERSHIP

Thanks to all who have renewed. Our current membership is 65, with several who have expired.

If you would like to check the status of your membership or your due date for dues, please contact Maureen Garrow, GHAFI Secretary, maurengarrow@hotmail.com.

Help us increase our ranks by asking other CFIs and non-CFI pilots to attend our seminars and consider joining us.

CLASSIFIEDS:

ATTENTION ALL MEMBERS: Individual member classified ads relating to aviation are free. If you are looking for something or selling something, let us help. Also, business classified ads are very reasonable. Contact Carol for details.

FOR SALE: 1978 piper Aztec with full dual instrument panel, Garmin 430, MX 20 MFD, RDR150, fuel computers, altimatic III autopilot. Excellent trainer or long cross country aircraft. Also, basic 1966 Cessna 172, great time builder. Contact Ted Miller: hughbring@aol.com; 832-302-9498.

Looking for a Pilot Shop?

Visit **Air Professionals** at Pearland Regional Airport (KLVJ)
Fly in! EASY ACCESS. Exit taxiway A3, under the rotating beacon

*Visit our growing inventory of Maps, Texts, Pilot supplies-
ASA, Jepp, Gleim...better than catalogue
prices, without the shipping hassle!*



www.airprofessionals.biz

CALENDAR

Check your preference setting with the FAA and FAASTeam (FAA Safety Team) to make certain you receive the most up-to-date notifications about seminars and activities in your area.

24 March *Lone Star Museum Tour*
Further information to be confirmed and emailed
The Lone Star Flight Museum
11551 Aerospace Avenue
(Ellington Field)
Houston, Texas

April *Cook-out for flight schools*
KDWH Hooks Airport
Further information to follow in April newsletter

24 April *FAASSTeam Safety Meeting*
Further information to follow in April newsletter

If you have any suggestions as to what might be a good activity for GHAFI to host, please contact one of your Officers or Board members.

OFFICERS

ELECTED:

President	Greg White	281-859-9476
Vice President	Gary Whitfield	281-639-7210
Secretary	Maureen Garrow	713-876-5622
Treasurer	Harry Johnson	281-352-5290
Directors		

(above Officers, plus)

Mike Barksdale
Robert Boettcher
Carol Brackley
Becky Lutte
Rick Rawlings
John Van Paasschen
Martin Wolff

APPOINTED:

Training Director	Rick Rawlings	281-221-2384
Chief Instructor	Mike Barksdale	281-292-9222
NAFI Liaison	Maureen Garrow	713-876-5622

Greater Houston Association of Flight Instructors
19728 Saums Road, PMB #141, Houston, Texas 77084
MEMBERSHIP APPLICATION FORM

Name _____

Mailing Address _____

City, State, Zip _____

Home Phone _____ Business Phone _____

Pilot Certificate _____ Number _____

Ratings _____

Flight Instructor Certificates _____ Number _____

Ground Instructor Certificates _____ Number _____

Please list FBOS, airports, areas where you do most of your work:

Membership, per year:

*Active (for flight and Ground Instructors Only) \$35.00 _____

*Associate (Other) \$30.00 _____

E-mail address: _____

Date: _____ *Signature: _____

THE BENEFITS OF GHAFI

The Greater Houston Association of Flight Instructors seeks to provide a forum in which the Flight Instructor Community can display their wares, hone their skills and unite with their peers to raise the level of competence, safety and stature of Aviation Education. The ultimate goal of the Association is to develop a system of Teamwork within the Aviation Industry that will allow us to work together toward a common goal, to direct individual accomplishment toward organizational achievement and to provide the fuel that may inspire common people to attain uncommon results.

WHO: All Flight and Ground Instructors, as well as anyone who is interest in exploring and advancing their aviation education and promoting aviation safety.

WHAT: Free CFI renewal included in membership through participation in quarterly seminars (Flight Instructor Renewal Clinics); free breakfasts; (4) all-day quarterly seminars; fly-outs; Christmas party, as well as other group activities that may be undertaken by the Association; as well as the latest, up-to-the-minute changes in rules, regulations, airspace, etc. for those who really need to know!

WHEN: Quarterly Seminars: January, April, July, October. Quarterly Business Meetings: February, May, August, November. Other quarterly activities: March - flying activity; June - Annual Meeting; September - flying activity; December - Christmas Party.

WHY: *"Every person owes a part of his time and money to the business or industry in which he is engaged. No one has a moral right to withhold his support from an organization that is striving to improve conditions within his sphere."* President Theodore Roosevelt, 1908. GHAFI offers a program through which we may each give back to the industry that has given so much to us.

Revised Aviation Dictionary

- **ALTERNATE AIRPORT:** The area directly beyond the active runway when the engine quits on take off
- **ALTIMETER SETTING:** The place where the altimeter sets. Usually hidden by the control column during a near-minimums instrument approach.
- **BANK:** The folks who hold the mortgage on your aircraft.
- **BI-PLANE:** What you'll say to your bird if flying costs keep going up
- **CARBURETOR ICE:** Phrase used by pilots when explaining accident caused by fuel exhaustion.
- **"CLEAR":** Warning shouted two seconds after hitting the starter button.
- **CONTROL TOWER:** A small shack on stilts inhabited by government pensioners who can't hear. When they become blind, they are sent to centres.
- **CRITICAL ALTITUDE:** Minus six feet.
- **CRITICAL ENGINE:** That part of your airplane which used to be under the cowl, but is now in intensive care at the maintenance shop.
- **DEAD RECKONING:** You reckon correctly, or you are.
- **DE-ICER:** A device designed to operate under all weather conditions, except icing.
- **ENGINE FAILURE:** A condition which occurs when all fuel tanks become filled with air.
- **FIREWALL:** Section of aircraft especially designed to allow all engine heat and smoke to fill the cockpit.
- **GLIDING DISTANCE:** Half the distance from your present position to the nearest decent landing area at the time of complete power failure.
- **GROSS WEIGHT:** Maximum permissible take off weight, plus an extra suitcase, a case of bourbon, rifle, ammo, golf bag, bowling ball, and diving weights.
- **HOLDING PATTERN:** The term applied to the dogfight in progress over any radio facility serving a terminal airport.
- **RANGE:** Five miles beyond the point where all fuel tanks have become filled with air.
- **WALKAROUND:** What you do when waiting for weather to clear.
- **LANDING FLAP:** A 4000' roll out on a 3000' runway.