



GHAFI NEWS

www.ghafi.org

Greater Houston Association of Flight Instructors

September 2017

THE COPILOT'S MESSAGE

Greetings Intrepid Aviators! This is Gary Whitfield, GHAFI VP, flying this leg for Greg White. Many of you may have already heard that Greg's home in Bear Creek went under water during Him a cane Harvey. We are standing by for updates, not expecting flood waters to subside until controlled release from the nearby reservoir is terminated. When the time comes for clean up, if you can spare some time or resources, Greg could sure use the help. gpwhite73@att.net C: 281-859-9476

If we have other GHAFI members in need, or if you suffered a loss, please let us know. To make things simple, an email to ghafi.org@gmail.com will forward to Greg and other members of the GHAFI board. (More on this later; short version... one single email for GHAFI business, auto forwards to directors, with a paper trail in one central account. Individual email addresses remain available on the member list.) See "Flight Plan."

GHAFI BUSINESS, from the August 15 Board meeting:

TCO status, Mike Barksdale: Mike and Rick Rawlings continue to work with FAA Washington. Creating a Training Course Outline that will pass FAA Washington is a challenge. It is one thing for American Flyers or AOPA to assign a Project Manager, pay them, inspect the finished product, sell it. We are all volunteers, and my hat is off to Mike and Rick for trying to eat this elephant. One bite at a time.

FLIGHT PLAN

SEPTEMBER ACTIVITY

The September 2 opening of the Lone Star Flight Museum's new facility has been postponed due to Hurricane Harvey.

The activity we had originally planned for September 16 has also been cancelled at this time.

We are hoping to organize a day to assist Greg White in clean up of his home which was devastated by flood waters. We cannot schedule a specific date until the water goes down and Greg can have access to his house again which could be several weeks. We will send out a call for help once we know the date, time etc. for this project. With sufficient help we can clean out the house in a short time. Greg has been very dedicated to GHAFI serving as president in the 1990s and again currently. Let's show him our appreciation.

Please be prepared to assist when the call goes out.

At this time we are not aware of any other GHAFI member who has their home flooded. We do realize many of you may be dealing with your own circumstances due to Harvey. We urge everyone to help out their neighbors and friends during this time. If you need help, please let us know. See Copilot's Message.

TREASURER'S report, Harry Johnson: We have money in the bank, around \$4,000 as I recall. Harry continues to work towards not for profit status, 501(c)(3). This should qualify our annual dues as a Charitable Contribution, like Commemorative Air Force and other organizations. We discussed our current \$35/ year dues in the context of raising, lowering, or waiving dues for first year members. For the moment, dues remain \$35/ year, waived the first year for new members. 🍌

DIRECTORS: As you know at the June election Maureen Garrow replaced Carol Brackley as Secretary, giving Carol a much deserved break. Maureen is a Gold Seal Flight Instructor, FAA Team Rep, and a NAFI Master CFI. Carol remains on the board as a director.

Robbie Boettcher, FAA Team Rep, is managing our Facebook group. Closed Group, ask to join!

Long standing board member Ted Miller asked to step down due to job constraints. We take that as good news! It means his helicopter business is good! Boom! Dick Wilson also asked to step down, same reason, job constraints. Thank you, Gentlemen, for your many years of service to GHAFI, and your continued contributions to the aviation community.

We are very pleased to announce that Dr. Becky Lutte and Martin Wolff will be filling the vacancies on the Board of Directors. Both are accomplished aviators, both with much to offer. We are saving their bios and their introductions for the next newsletter. Guarantee you will be impressed with both! The Board welcomes Becky and Martin and looks forward to working with them.

SEPTEMBER OUTING, Greg White: We had hoped to host an event at the new Lone Star Flight Museum location in September. Suffice to say those plans are in a holding pattern until we dry out and Southeast Texas can regroup after the storm. So, these are holding instructions issued without an EFC. At this point, we just don't know what to expect; the word of the day is "Flexible". See additional info under "Flight Plan."

OCTOBER SAFETY MEETING: We had hoped to perhaps host the October Safety Meeting at Lone Star Flight Museum, then alternate between there, ExpressJet at IAH, and West Houston. Woody has been good to us over the years, and we are grateful. ExpressJet treated us very well this past July. Lone Star Flight Museum is as previously cleared, in a hold with no EFC. Greg is our point of contact, and his priority is his family and his home right now. Watch your email for updates.

GHAFI AND THE 21st CENTURY: GHAFI has run on paper since dirt was invented. Paper applications, dues by paper check, snail mail. Well, guess what? It won't happen overnight, but we are moving towards a paperless operation. Soon, we hope, we will make available an online application and online payment via credit card. Hallelujah! Thank you Harry Johnson!

35TH ANNIVERSARY ITEMS, Greg White: This is our 35th year as a professional organization. Ideas, suggestions on anniversary items to recognize this? Send them to ghafi.org@gmail.com

THE WAY FORWARD, Gary Whitfield: Mike Barksdale and Rick Rawlings have poured a lot of effort into a new TCO, Training Course Outline, the key to GHAFI authorization to renew CFI certificates. Our goal and commitment as an organization is to pursue this, but as with each and every flight, we should have an alternate in mind. Hope for the best, plan for the worst.

What is our alternate should we miss the approach?

I would submit our "Plan B" is found under History & Purpose on our Home page, ghafi.org:

- *Promotion of aviation and aviation safety*
- *Instructor education and standardization*
- *Instructor status and welfare*

- *Communication with other aviation interests*

Plan A: Complete the TCO, resume the FIRCs.

Plan B: Continue the Safety Meetings. Focus on safety, education, and standardization. “This ain’t our first rodeo,” but I am here to tell you, folks, it is humbling to be in the same room with each and every one of you. The depth and breadth of experience and knowledge is remarkable. The fact that you are willing to give of your time is commendable. You are the Professionals. You set the Example. You set the Standard.

Best job I had in the Air Force was training new instructors. Most fun I had was Continuation Training, fine tuning new instructors, watching them learn, watching them grow. We can do this for General Aviation. We can be the mentors, the advocates for new instructors. Might just help keep us on our toes!

EDITORIAL OPINION BY Gary Whitfield:

If you read, see, or hear ads from Citizens for On Time Flights, know their agenda: Privatization of Air Traffic Control. In my humble opinion, they are not our friends. It is an opinion, but I find the statement in their latest email blast to be quite misleading: *“The opposition, led by private jet owners and their lobbyists, are doing everything they can to kill reform.”*

http://www.ontimeflights.org/what_experts_are_saying

James Burnley, Former Secretary of Transportation “Moving the air traffic control function into a federally chartered non-profit, self-funding organization, moves it out of the uncertainty of future political battles over matters unrelated to the urgency of modernizing our air traffic control system.”

<http://airlines.org/about-us/history/>

Airlines for America (A4A), formerly the Air Transport Association (ATA), was the first and remains the only trade organization of the leading U.S. passenger and cargo carriers.

Fly Safe,
Gary Whitfield, GHAFI VP
gw@GaryWhitfield.com
C: 281-639-7210

Member Accomplishments

We are adding a new section to the newsletter for member accomplishments. If you get a new rating or an award, let us know. If you know of a new CFI, let us know. If you receive any type of aviation award or recognition, we want to know so we can share it with all the members.

We have not receive any accomplishments for this month. Please send us any accomplishments, awards or recognitions, yourself, your students’ first solo, any and all.

Product Review

Another addition to our newsletter is Product Review. If you have an aviation product that you have been impressed with and would like to share that information, you may make submissions for the newsletter at this time to any board member.

PRODUCT REVIEW, Gary Whitfield: PIVOT CASE

Review of the FARs and Advisory Circulars pertaining to the use of iPads and electronic flight bags in the cockpit: <http://ipadpilotnews.com/2017/02/ipad-legal-briefing-pilots-need-know-3/>

I sat next to Rick Rawlings at the ExpressJet Safety Meeting in July, noticed his iPad case. New to me. Pivot Case is used by Southwest, United, and Delta Air Lines. More than just a case, it is a mounting system. There is a slot in the back of the case that snaps on to a variety of different mounting methods from suction cups to hard mounts. Open the cover, press a tab to release it from the case, slip the case on to a mounting tab. The mount can stay in the airplane, cover snaps back on when you leave.

Southwest uses a single suction cup mount on the side window. Double cups work better on curved windows. Delta has a STC for a hard mount at the base of the side window where the clipboard is on their Airbus 330s. (Ask me about the A330 some time when we are telling war stories!)

Flyboys in Spring, Texas developed the system, sells them through their online store. See <https://pivotcase.com/> for the case, <http://www.flyboys.com/flyboys.html> for other accessories. (I looked to see if Air Professionals in Pearland sells these. Not aware that they do. If they did, and I lived anywhere close, I would purchase through them. They support GHAFI, and we respect that!)

I had an old yoke mount for an early GPS receiver sitting in a box. Purchased a base from Pivot Case, drilled the yoke mount and bolted them together. Made an excellent yoke mount for Pipers and other aircraft with open handles. I used the High-deflection AMPS Adapter and PPK-1 Kit. Could have just bought the Claw Mount for PIVOT, but that would have been too easy! <http://www.flyboys.com/mobilemounts.html>

Check out the photos from a Piper Archer:



In Aviation History

GHAFI STORY: Stories that should be told **War stories from people I have known**

Many of my friends who were in WW2 and were at least ten years older than myself. I have urged them to tell their personal stories. Many are now dying off and the stories that they have had to tell, will never be told. Some prefer it that way, because of the horrors of their experiences. These two stories have happy endings, in some sort of a way.

STORY #1: During WW2, an acquaintance of mine was a crew member on a B24 Liberator bomber. He was the top turret gunner, operating twin 50 caliber machine guns. After completing a high altitude bombing run over Nazi held Yugoslavia, two ME109 fighters attacked their aircraft. Their B24 was taking a beating! The rotating turret my friend was operating became jammed from the heavy ME109's shelling. The turret was now useless, the bomber had lost maybe two engines, and was leaking fuel badly. As he climbed down into the fuselage, there was a dangerously strong odor of fuel. The pilot said that he and the co-pilot were hit badly and that he could not move. He gave the crew the order to abandon ship fast and he opened the bomb-bay doors for them get out!

My friend made his way to the bomb bay and stepped out. As he fell out of the bomb bay he hit his head and was temporarily un-conscious. When he came to, he was safely under a beautiful parachute canopy still at about 5000 ft, in complete silence, and the B24 was nowhere in sight! Then he began to hear aircraft engines. He spun himself around and was horrified to see two ME109s in tight formation coming right toward him as he was falling helplessly in his chute. Not knowing at the time, these were the two Nazi pilots that had just shot the Liberator out of the sky. He thought, 'My God, they are going to shoot me under the silk!' This is, of course, against the law, according to the Geneva War Convention. He struggled for his 45 pistol, which was now pinned tightly to his chest under the right hand parachute riser. Much to his relief, they passed very close to him in a slight bank. As the ME109s flew by, he could see both pilots holding a salute to him. 'I did not know why, but that was OK!' He found out later it was indeed the two ME109 pilots that had shot the B24 down and they had observed that his chute was the only one out of the Liberator, before it went down in a fiery crash. The two Nazi pilots apparently respected him, realizing that he was the only survivor of their inhuman brutal attack!

He came down in swampy area near the Yugoslavian coast and was arrested immediately by the Nazi ground troops. He was sent to a nearby prison camp. He escaped and was recaptured several times. He became a real problem for the Nazi prison guards and soon was a GI with reputation of escaping. Much later, the world has found out that; at that time, problem prisoners were being placed on trains to Kiev, Ukraine and then were executed in mass. The remoteness of the Ukraine made it easier for the Nazis to hide these executions, which were against the Geneva Convention for the treatment of prisoners of war. Those loaded on trains had no idea where they were going and what their intended fate may be. My friend was again a lucky guy. Unbeknown to the Nazi, the Russian Army had taken the city of Kiev as they marched westward. When the train carrying my friend finally stopped in Kiev, the Russians released the GIs immediately and said OK boys, 'what do you need and where would you guys like to go??'

STORY #2: I learned to know a friend while we were playing soccer together at Wichita State University in the 1950s. He was near my age and had grown up in a small village in southern Germany during the Nazi years. After WW2, he had immigrated to the US and had become a noted piano player in the 'fashionable' night clubs in Wichita, Kansas, where I had grown up. He related this story to me and unfortunately now has passed away.

As a young boy, he was in the Nazi Youth group. This group of young kids was liken to the Boy Scouts in the US, but was Nazi military driven. He and his friend had been trained to maintain and operate a 50 caliber machine gun. The Nazi army had placed a machine gun in a concealed basement window of a typical

German farm house on the outskirts of the village. As our allied forces were advancing eastward, my friend's Nazi youth leader ordered the two boys to man that machine gun and said, 'when you see the US troops coming down the road to our village, open fire on them!' The two boys had spent the night alone in the farm house. And sure enough that morning, the two sleepy eyed boys saw US GIs coming down the road toward the farm house. But the US entourage of troops were being companied with a very big tank with a very large cannon turret on top. The two boys were not dummies and they reasoned, 'my gosh, if we shoot at them, they will level this little house and kill us with one cannon shot!' The two boys were petrified and simply hid in one of the closets down stairs. Our GIs were now war wary and saw the silent machine gun immediately. They approached and searched the house with weapons ready. They discovered the two Nazi uniformed boys and arrested them without firing a shot.

The two boys where marched back behind the lines, away from their village, and placed in a camp with the other Nazi adult prisoners, who had been captured earlier on our march eastward. After several days in the camp, the GI commanders sat up interrogation panels to decide how to handle their group of Nazi prisoners. Several tables where sat up in the bright of day, with the US Army brass and interrogators behind each of the tables. The prisoners where being brought up before the panel one at a time. The two boys spoke no English and had no idea what was happening to them. Finally, the boys where called before the panel together. They stood hanging on to one another and where very frightened. They were still in their tattered and torn Nazi Youth uniforms, as the panel heard what the kids were doing and how they were captured. Suddenly, a GI pulled his knife and came toward the kids. My friend closed his eyes and thought, 'My God, they are going to kill us right here in front of all of these people!' The GI grabbed them by their pants and cut the long pant's legs off. All of the German young kids usually wear short pants in the summer. The GI then gave them a quick swat on the back side and said, 'GO HOME BOYS!'

David Henderson

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 supplier-
ASA, Jepp, Gleim...better than catalogue
prices, without the shipping hassle!*



17416 Airfield Lane Pearland, Texas 77581
713-569-3023, airprofessionals@att.net

www.airprofessionals.biz

OUR ORGANIZATION

RENEWING MEMBERS

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.

Thanks to renewing member John Brak.

Dues are now due for Michael Barksdale, Sr., Jeffry Bodhaine, Tobias Pechanec, Greg Piegari, Frank Shonka, David Sullivan, (October) Mark Congo-Antoine, Maureen Garrow, Reid Nelson, Ron Prince, Jim Ratliff, and Rick Rawlings (September), **Last chance for Barbara Barron, Capt. Chuck Lince, (August).**

Current Membership

August Total	62
New Members	0
Late Renewal	0
Expired	0
September Total	62

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.

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 VanPaasschen
 - Martin Wolff

APPOINTED:

- Training Director.....Rick Rawlings (281) 221-2384
- Chief Instructo.....Mike Barksdale (281) 292-9222
- NAFI Liaison.....Gary Whitfield

CALENDAR

- September, 2017
 - See Flight Plan
- October 21, 2017
 - Saturday Safety Meetings/FIRC
- November 16, 2017
 - Board Meeting*
- December, 2017
 - Christmas Party
- January 20, 2018
 - Saturday Safety Meetings
- February 15, 2017
 - Board Meeting*

*Open to Active Members