

eMENTOR

NATIONAL ASSOCIATION OF FLIGHT INSTRUCTORS NEWSLETTER

From NAFI's Chair

New Rules to Ponder

As aviation evolves, the rules governing it must also evolve. And as those rules change, we as flight instructor need to be aware of them. There are some regulatory efforts that have been published recently that may be of interest, both because they may affect pilots with whom you work now and perhaps in the future.

First, on December 28th, the FAA announced final rules regarding the operation of small unmanned aerial systems, or, more commonly, drones under 14 CFR 107. Among the highlights of the new rules are allowing drones to be flown above people, based on how much kinetic energy an impact would have, operations at night, and the establishment of a remote ID system. The first two are largely based on the experience that has been gained under the waiver provisions of Part 107, while remote ID is based on ensuring the safety of the National Airspace System. To review the proposed rules, see Unmanned Aircraft Systems (UAS) [here](#) and click on the appropriate links for more information.

Second, on January 6th, the FAA released a final rule regarding the testing of supersonic aircraft, the Special Flight Authorization for Supersonic Aircraft, available [here](#). This, along with establishing a special agreement with the state of Kansas establishing a supersonic corridor at flight levels 390 and above. Lockheed-Martin, Aeron, and Boom are anticipating test flying their aircraft as early as 2024.

What do these events have to with us as flight instructors? As for the update to Part 107, we may be approached by our clients asking how, if they already have commercial drone certificates, this may affect them. As flight instructors, we are often asked about rules that may not be directly related to what we are teaching at the moment. That, and, if we can help promote best practices among the sUAS operators would benefit all users of the National Airspace System.

As for the supersonic rule, that speaks to our career-minded clients. This has been something that has been under development, somewhat fitfully, in the United States, since the early 1960s. It appears that the path may finally be cleared for this type of commercial aviation. Although it will take some time to be common, supersonic transport seems to be on the horizon, and it may well be





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worth discussing with our clients. After all, pilots flying DC-3s in the 1930s retired from flying Boeing 747s in the 1980s, so it's not farfetched for our clients to experience that type of technological leap themselves.

Bob Meder.
NAFI Board Chair



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Aviation Safety News

NTSB to FAA: Watch Those CFIs

The National Transportation Safety Board has issued a set of recommendations to the FAA intended to increase scrutiny on flight-instructor performance. Using the 2019 crash of a parachute-jump Beech King Air in Hawaii as the impetus, the NTSB's latest recommendations ask the FAA to more closely watch pass/fail rates of students from any given instructor to help detect sub-par training. The June 2019 accident resulted in 11 deaths, including the pilot, after the Oahu Parachute Center King Air impacted terrain shortly after takeoff.

The NTSB said that the "accident pilot had failed three initial flight tests in his attempts to obtain his private pilot certificate, instrument rating, and commercial pilot certificate after receiving instruction from a single instructor. The pilot subsequently passed each flight test. The ... accident pilot was not alone in his failed attempts; the pass rate for other students taught by the same flight instructor was 59 percent (for the two-year period ending in April 2020). Data show the average national pass rate for students of all flight instructors is 80 percent. Read more [here](#).

COVID-19 Tests to be Required for International Air Travelers to U.S.

All international travelers flying to the United States will soon be required to get tested for COVID-19, the Centers for Disease Control



Short Takes

[AOPA Flight Training Scholarship Applications Now Open](#)

[Military Scrambles to Understand 5G Aviation Risk](#)

[CNN Grounds Airport Network After 30 Years, Citing Pandemic and Streaming](#)

[Columbia Avionics Awarded Garmin STC on Citation 525 Models](#)

[SpaceX's Starship SN9 Prototype Fires Engines for the 1st Time](#)

and Prevention announced Tuesday. While other countries around the world have put in similar requirements, the U.S. has not previously required such tests for travelers entering the country. CDC Director Robert Redfield signed Tuesday an order that will take effect Jan. 26, 2021. A test for the virus with negative results taken within three days of a flight will be required before departure to the U.S., with a paper or electronic copy of the lab test result or documentation of recovery from COVID-19 provided to the airline. Those without such documents will be denied boarding by the airline. Read more [here](#).

Aviation Groups Release Runway Excursion Reduction Plan

The Flight Safety Foundation (FSF) and Eurocontrol today released a broad set of recommendations aimed at preventing runway excursions, which they said are now the most frequent type of accident for both small and large aircraft. Dubbed the "Global Action Plan for the Prevention of Runway Excursions" (GAPPRE), the report was developed by more than 100 aviation professionals at some 40 organizations, with the effort led by FSF and Eurocontrol. Read more [here](#). Read the recommendations [here](#).

Boeing Agrees to Pay Over \$2.5B in Penalties Over 737 Max Debacle

Boeing has agreed to pay more than 2.5 billion dollars to settle criminal charges over allegations of fraud and conspiracy over its crisis-ridden 737 Max jet. Read more [here](#).



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NAFI Educational News



NOTAMS #15 Story Corner

Mickey Mouse's Questionable Flight Training
From John Niehaus,
NAFI Program Director



**SPECIAL
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During the holidays, I discovered one of my old books in my parent's basement about Mickey Mouse and his desire to become a pilot.

For our first NOTAM of the new year, I thought it would be fun to read it and discuss all the questionable decisions Mickey and his Flight Instructor Ducky make on his quest to achieve his Private Pilot Certification. Click here to [view](#).



Save the Date:

The Next Edition of MentorLIVE Is Wednesday, January 20

Beyond the ACS - Tips for Better Instruction
Presented By Catherine Cavagnaro

Register Now!

Based on her career as an aerobatic flight instructor, FAA designated pilot examiner, contributor for AOPA Pilot Magazine and mathematics professor, Catherine will offer advice for pilots and flight instructors who want to improve their skills and safety. She produces her own videos that make aerodynamic principles clear and interesting.



Catherine Cavagnaro

Cavagnaro serves as lead rep and DPE for the Nashville FSDO. She is an ATP-SEL, COM-MEL, COM-SES and glider. She holds CFI, SEL/MEL and Instrument ratings. Cavagnaro, holds a PhD and is Professor of



Gift Memberships

Do you know a pilot, aspiring flight instructor or CFI you believe may benefit from a NAFI membership? If so then purchase them a gift membership! Click [here](#) to begin and be sure to have your recipient's email and address information available.

Remember, even your non-CFI friends may benefit, since all aviators can improve their flying by learning more about flight instruction!



Mathematics and was Chair of the Mathematics Department at the University of the South. She developed courses in aerodynamics, differential equations, and mathematical modeling using aviation examples.

She owns the Ace Aerobatic School in Sewanee, TN, where she is a widely known expert on spin training, recovery, and avoidance. During 2004-2008, Cavagnaro served as a test pilot, spin demonstration pilot, researcher, and visiting professor of aviation systems at the University of Tennessee Space Institute. She is the first woman to achieve both the 2018 National FAAS Team Representative of the year and the 2020 National CFI of the year.

The program will be hosted by Karen Kalishek, an independent CFI for private through flight instructor powered and glider candidates, in a range of aircraft including J-3 Cubs and Cirrus. She is a Captain in the Civil Air Patrol (CAP), serving as a volunteer CFI, G1000 instructor, check pilot, mission pilot, cadet orientation pilot and is an officer for safety, aerospace education, public affairs, and special flight release. She serves on NAFI's Board of Directors, is a member of the WINGS Industry Advisory Committee, and is active in several other aviation organizations. Karen is the 2019 National FAAS Team Representative of the year.

Register Now!

MentorLIVE is NAFI's monthly, live-streaming broadcast airing the third Wednesday of every month at 8 p.m. Eastern. These programs feature subject matter experts from many aspects of the flight instruction industry to help CFIs be more successful in their training endeavors. Many of these presentations are WINGS-approved. To access past MentorLIVE broadcasts, visit www.nafinet.org/mentorlive

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NAFI's Pulse Poll

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Employment

NAFI's Job Board

lists employment opportunities that may be of interest to its members.

Visit [NAFI Members' Only](#) on the website for available positions.

We are always on the lookout for opportunities to assist our members. Please contact [NAFI](#) if you have job listings to share.

NAFI Pulse is a collaborative effort between NAFI and Gleim Aviation to identify and share points of view or best practices about topics important to the instructor community. Please take a moment and respond to today's poll*.

What will be aviation's biggest challenge in 2021?

- Adjusting to a post-COVID environment
- Access to CFIs and affordable training
- Employment advancement opportunities
- Reducing the cost of flying

Poll Response

** Eds. Note: Due to scheduling issues over the holiday we're repeating this poll question for readers who may have missed it.*



Government & Regulatory News

FAA Warns About Disruptions Ahead of Inauguration

After the rioting at the Capitol last week, at airports and on commercial aircraft there were disruptions on flights and heckling of elected officials in terminals. Therefore the FAA has issued a preemptive warning for travelers ahead of the Jan. 20 inauguration in Washington. FAA Administrator Steve Dickson released this statement: "As a former airline captain, I can attest from firsthand experience that the cabin crew's primary responsibility is to ensure the safety of all passengers. I expect all passengers to follow crew member instructions, which are in place for their safety and the safety of flight." The FAA noted that it "will pursue strong enforcement action against anyone who endangers the safety of a flight, with penalties ranging from monetary fines to jail time." The upper limit of the fine is \$35,000. Read more [here](#).

FAA Seeks Public Comment on Aviation Noise Effects and Mitigation Research Portfolio

The Federal Aviation Administration announced plans to seek public comment on the existing noise research portfolio, including the Neighborhood Environmental Survey, and additional areas recommended for investigation. The notice is available on FAA's [website](#). The FAA is sharing information on its aircraft noise research programs that includes a portfolio of research initiatives related to the effects of aviation noise impacts on the public, efforts to mitigate such noise exposure, and research regarding public perception of aviation noise. The public comment period opened today, and the notice is published in the Federal Register [here](#).

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GA & Flight Training News

Enrollment at Flight Schools Up Despite Pandemic

A number of flight schools have reported surprisingly strong enrollment numbers that are equal to or even higher than prior years, despite the toll that the pandemic has taken on the aviation industry. According to Chris Moser, the Aircraft Owners and Pilots Association's senior director of flight training education, one reason for the influx may be that students are looking for a career change after losing their jobs in other fields and finally have the time to pursue their dream of flying. Read more [here](#).

New Report on Eliminating Lead Emissions from Small Aircraft

Significantly reducing lead emissions from gasoline-powered aircraft will require the leadership and strategic guidance of the FAA and a broad-based and sustained commitment by other government agencies and the nation's pilots, airport managers, aviation fuel and service suppliers, and aircraft manufacturers, says a new congressionally mandated report from the National Academies of Sciences, Engineering, and Medicine. While efforts are underway to develop an unleaded aviation fuel that can be used by the entire gasoline-powered fleet, the uncertainty of success means that other steps also should be taken to begin reducing lead emissions and exposures, the report says.

Small gasoline-powered aircraft are the single largest emitter of lead in the United States, as other major emission sources such as automobile gasoline have been addressed. A highly toxic substance that can result in an array of negative health effects in humans, lead is added to aviation gasoline to meet the performance and safety requirements of a sizable portion of the country's gasoline-powered aircraft. When emitted from aircraft exhaust, lead can be inhaled by people living near and working at airports. Lead exposures also can occur from exhaust deposited on soil and other surfaces, spills and vapor emitted during refueling, and contact with residue left on aircraft

engines and other components. Even at low exposures, as measured by blood lead levels, lead has been linked to effects such as decreased cognitive performance in children. Read more [here](#).



How to Reach NAFI

For communication regarding your NAFI membership, contact NAFI Administrative Coordinator Sharon Tackabury at stackabury@NAFInet.org

For issues related to advertising and sponsorships, contact NAFI's Director of Business Development Matt Matthias at mmathias@NAFInet.org

For marketing and communications coordination, contact NAFI Director of Marketing Communications Laretta Godbey at lgodbey@NAFInet.org

For information about NAFI programs, contact NAFI Director of Program Development John Niehaus at jniehaus@NAFInet.org

To reach the NAFI Board of Directors, contact NAFI Board Chair Robert Meder at rmeder@NAFInet.org

If you have story submissions, comments, or suggestions regarding NAFI's print or electronic publications, contact NAFI's Director of Publications & Editor David Hipschman at editor@NAFInet.org

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