



Inaugural Workshop  
October 2–3, 2019  
AOPA HQ, Frederick, MD

**Title: THE FIRST FIVE HOURS**

**Essential Question:** What should instructors focus on early and often during training that would serve their students well throughout their flying careers?

**Agenda – Day One**

- 0800–0830 Registration & Coffee (Panera)
- 0830–0845 Opening remarks by David St. George and Rich Stowell
- 0845–0925 Panel Q&A with Hobie Tomlinson, Doug Stewart, David St. George, and Ken Wittekiend
- 0930–1030 Learn to Turn with Rich Stowell
- 1030–1045 Break
- 1045–1135 Extended Envelope Training with David St. George
- 1140–1230 Connecting Training and Testing Using the ACS with Ken Wittekiend
- 1230–1330 Lunch & networking (Watch signs for classroom)
- 1330–1340 Objectives of the Breakout Sessions with David St. George
- 1345–1515 Breakout Sessions (40 minutes each; attendees will participate in two of the sessions)
  - Deconstructing Ground Reference Maneuvers with the Chandelle
  - Deconstructing Transition Training
  - Deconstructing Basic Aerodynamics
  - Deconstructing the Way We Teach Instrument Flight
- 1515–1530 Break
- 1530–1600 Day One Wrap-up with Rich Stowell
- 1630–1730 Join us for Happy Hour at “Airways Inn” (310 Aviation Way) for adult beverage?
- 1800–1930 Dinner at the NACC (further SW on airport) with AOPA’s Keith West

**Agenda – Day Two**

- 0800–0830 Registration & Coffee (Panera)
- 0830–0925 Project Managing the Pilot Process with Bob Hepp
- 0930–1030 What You Need to Know about Maintenance with Adrian Eichhorn
- 1030–1045 Break
- 1045–1140 Redbird Training Scenarios with Billy Winburn
- 1145–1230 Wrap-up and Workshop Surveys



**“The status quo in aviation education is unacceptable!”**

According to GAJSC data, no other fatal accident occurrence category comes close to inflight loss of control. NTSB Board Member Earl Weener has referred to LOC as a “stubbornly recurrent safety challenge.” Deficiencies in manual flying skills (aka stick and rudder skills) are a factor in these accidents that *is correctable* through improved training and practice. Since all pilots will interact with instructors at various points in their flying careers, improving the manual flying proficiency of instructors—and their ability to pass those skills on to their trainees—is the critical vector to reduce fatal LOC accidents.

— *Problem Statement from the Logic Model, SAFE CFI PROFICIENCY Initiative™*

## Facilitator Bios

**A**drian Eichhorn is an FAA Gold Seal flight instructor and is a Three-time Master Flight Instructor and Three-time Master Ground Instructor. He is an airline transport-rated pilot, currently flying for JetBlue Airways, and is type rated in the Airbus 320, Gulfstream IV, III, II, 200, Challenger 604, Cessna 560 Excel, and the Aero Vodochody L39. Prior to JetBlue he flew for the FAA, NASA, General Dynamics, and the Washington Redskins NFL team.

While flying for the FAA, Adrian also provided instruction to FAA flight crews and senior officials, including the Deputy Administrator, Associate Administrator for Aviation Safety, and the Federal Air Surgeon.

Adrian holds an Airframe & Powerplant certificate with Inspection Authorization. In 1994, he founded Alpine Aviation to provide specialized maintenance, repair, and instructional services to pilots of Beechcraft Bonanza, Baron, and Travel Air aircraft. He is the 2001 FAA National Safety Counselor of the

Year and 2016 FAA National Maintenance Technician of the Year.

**B**ob Hepp first took to the air as a student pilot in 1977. While pursuing parallel careers in the Army and Aviation, he used the GI Bill to round out his aviation certificates, taught with a few military flight clubs, then started Aviation Adventures.

After retiring from the Army in 1998, Bob flew for Atlantic Coast Airlines as a Jetstream 4100 Captain and Airbus 319 First Officer. When the airline went bankrupt, he flew for several Part 135 operations as a lead Citation Captain, then switched to flying Citations for individual owners.

Bob continues to develop Aviation Adventures, which has grown to four locations, 41 aircraft, and 42 instructors. His certificates include Gold Seal CFI, CFII, MEI and Jetstream 4100, Airbus 320, Citation 500 and 525S Type Ratings. Every year since 2012, AOPA has recognized Bob's and

Aviation Adventures' excellence in flight training, including the President's Choice award in 2013, and the Presidential Citation in 2019 for three decades of extraordinary commitment to the flight training community. He is the 2016 FAA National Flight Instructor of the Year.

**S**tasi Poulos is founder and CEO of Mindstar Aviation, which develops simulations for avionics and aircraft systems used in professional flight simulators and certain home-use aviation training products.

In addition to flight simulators for civil aviation, Mindstar Aviation has been involved with a variety of aviation-related projects in the military and intelligence communities. Mindstar Aviation also produces simulated aircraft GPS units that use real-world navigation data to enhance training.

Stasi earned a BBA in business administration and business computing science from Texas A&M University, and held a variety of software development positions during a 15-year career at Mobil Oil Corporation. An avid pilot since the early 1980s, he holds several ratings and certifications.

**D**avid St. George learned to fly in 1970 with the Piper "Blue Skies" program at Flanders Valley Airport in NJ and is the Executive Director of SAFE. After earning his CFI, he managed a Part 141 flight school in Upstate NY as chief pilot/DPE for 25 years (how else do you accumulate 8K hours of dual in a C-152 and 46K landings?) David created two NYS-Approved College Aviation Programs and this flight school won the first ever AOPA Flight Training Excellence Award.

With over 4K FAA evaluations under his belt, David still serves as a DPE, but now flies as a jet charter captain for Northern Safety. He is a graduate of Eisenhower College with a recent Masters Degree in psychology from Penn.

David is a charter member of SAFE and one of the first Master Instructors, having renewed that designation 10 times. He created the popular **SAFE CFI Toolkit app** used by more than 4,000 active aviation educators.

**D**oug Stewart is the 2004 National Flight Instructor of the Year and a Ten-time Master Instructor. He is a full-time flight instructor (CFII) and Designated Pilot Examiner (DPE) who specializes in real world IFR training conducted during multi-day training trips.

To date, Doug has provided more than 12,750 hours of flight instruction. The Executive Director Emeritus of SAFE, he currently serves on the General Aviation Joint Steering Committee (GAJSC). Doug has presented seminars to thousands of pilots from coast to coast and border to border, and authored the monthly *Vintage Instructor* column for EAA's *Vintage Airplane* magazine for many years.

**R**ich Stowell took his first flying lesson in 1982 and began his career as a full-time flight instructor specializing in spin, emergency maneuver, and aerobatic training in 1987. He authored the textbooks *Emergency Maneuver Training* and *The Light Airplane Pilot's Guide to Stall/Spin Awareness*, and has had more than 80 articles appear in various aviation publications.

Rich is a recognized subject matter expert in loss of control in light airplanes. He is the 2014 U.S. National FAA Safety Team Representative of the Year and the 2006 U.S. National Flight Instructor of the Year, and has conducted more than 400 safety presentations across the U.S., Canada, New Zealand, and Indonesia.

A 20-year Master Instructor, Rich is a Charter and Life Member of the Society of Aviation and Flight Educators, and a 35-year member of AOPA, EAA, and IAC. He has logged 10,100 hours of flight time, 9,000 hours of flight instruction given, 34,000 spins, and 25,000 landings.

**H**obie Tomlinson soloed in 1960, and became a CFI in 1965 and a DPE in 1977. He holds ASEL, ASES, AMEL, and AMES Class Ratings at the ATP Level with nine Turbojet Type Ratings. He holds Advanced and Instrument GI, Airframe and Powerplant, Flight Engineer Turbojet, and Aircraft Dispatcher Certificates as well.

In 1967, Hobie joined TWA and eventually became Director of Training–Eastern Region. He retired from AA in 2004, worked as Director of Safety and Check Airman for a jet charter company until 2013, then became a full-time Independent CFI.

Hobie was awarded the Wright Brothers Master Pilot Award in 2010. In 2012 he received the EAA “Spirit of Flight Award” from the Society of Experimental Test Pilots, as well as the FAA National Flight Instructor of the Year Award. He graduated from the SCSi SMS Training Course and CalSpan’s In-Flight LCI Upset Recovery Course for Transport Aircraft, served on the ATA upset recovery committee, and led a team that developed TWA’s AQP program.

With nearly 40,000 hours total time and 15,000 hours of instruction given, Hobie specializes in Instrument and Multiengine training with BPPP and CSIP qualifications. He is a Nine-time Master Instructor and has been a member of AOPA and EAA for more than 50 years. He has completed 1,028 North Atlantic Crossings.

**Billy Winburn** is founder and President of Community Aviation, a company that features a national network of qualified flight instructors and independently owned training centers equipped with FAA-approved flight simulation devices. Community Aviation provides pilots-in-training with access to syllabus-based simulation training within its flight training network.

The company also creates programming in concert with subject matter experts on a variety of aviation subjects. Community Aviation has

been responsible for the development of simulation missions for the EAA’s Pilot Proficiency Center at AirVenture for the past several years.

Billy is an instrument rated pilot, avid outdoorsman, and graduate of Hampden-Sydney College. He lives in Alexandria, VA.

**Ken Wittekiend** is a professional instrument flight instructor, aircraft owner and founder of ProMark Aviation Services, a full service flight training company based in Burnet, Texas. He specializes in tailwheel, floatplane and Beech Bonanza training.

Ken is a Designated Pilot Examiner for the San Antonio Flight Standards District Office and has administered over 700 practical tests. He created an innovative training program for instructors and continues to host regular CFI/DPE meetings to help them better prepare applicants for practical tests.

A FAASTeam representative for the Federal Aviation Administration, Ken conducts aviation seminars and counseling activities to reduce accidents and improve pilot safety practices. In 2009 and again in 2015, he was selected as the Certificated Flight Instructor of the Year for the FAA Southwest Region. He is also a Six-time Master Flight Instructor.

Ken is a charter member of the Society of Aviation and Flight Educators and currently serves on its Board of Directors. He teaches with both national Beechcraft Bonanza training organizations and presents seminars at a variety of aviation events around the country, including AirVenture and Sun-n-Fun.

Formed in 2009 to promote excellence in aviation education, the Society of Aviation and Flight Educators, Inc. is a 501(c)(3) Tax Exempt Public Charity. Our mission is to create a safer aviation environment by supporting aviation educators with mentoring opportunities, educational resources, and other benefits; inspiring professionalism through the promotion and recognition of excellence and enhanced education; representing aviation educators through interaction with the aviation industry and government; and promoting learning in all areas of aviation for everyone at every level. For more information, visit <https://www.safepilots.org>

