



Did You Know?

In 1803 an Englishman, Luke Howard, authored a paper entitled "On the Modification of Clouds". This began the modern naming scheme of clouds we have today.

The classification scheme proposed by Howard contains the skeleton of the modern system; it divides clouds into two types, "layers" and "heaps." The former bears the name stratus, from the Latin for stretching out, and the latter cumulus, from the Latin for heap or pile. Howard's classification scheme was taken up and refined as meteorology developed into the next century.

This was particularly important for the needs of the pilots in World War 1 and 2. This developed into the current classification system of clouds which categorizes 4 main types and subdivisions.

New clouds have their origins in water molecules in the air. It starts when air meets the Sun warmed earth. The patch of air will rise and become warmer and less dense than the air above it and consequently start to rise. As it rises into an area of low pressure, it expands. When it expands, it cools, and the water condenses into a cloud. It does not take much water to make a cloud. A small summer cumulus cloud, a few 100 yards from side to side, contains no more than about 25 gallons, enough water to fill a bathtub.



PHOTO OF THE MONTH

Beechcraft Model 18

This is a Beechcraft Model 18 or "Twin Beech", as it is also known. It is a six to 11-seat, twin-engine, low-wing, tailwheel light aircraft manufactured by the Beech Aircraft Corporation of Wichita, Kansas. Continuously produced from 1937 to November 1969 (over 32 years, the world record at the time), over 9,000 were produced, making it one of the world's most widely used light aircraft. Sold worldwide as a civilian executive, utility, cargo aircraft, and passenger airliner on tailwheels, nosewheels, skis or floats, it was also used as a military aircraft.

World War II brought more orders for military versions of the Beech 18S from the United States and foreign governments for a wide range of uses. Military versions of the Beech 18 were C-45, AT-7, AT-11, and F-2. About 90



percent of the U.S. Air Force's navigators and bombardiers received their training on AT-7s and AT-11s respectively. The U.S. Navy SNB-1 was similar to the AT-11, the SNB-2 to the AT-7. The JRB-1 was a radio-control airplane for target or drone aircraft. The Navy's personnel transports similar to the C-45 were known as JRB2, JRB-3, and JRB-4.

On December 10, 1953, the prototype of the Super 18, the last version of the Beech 18, made its first flight. The last three production aircraft were delivered in November 1969. More than 9,000 Model 18s were produced since 1937.

Check Rides



Jude Laughlin

Commercial Pilot

Instructor:

Daniel Silvia

James Duthie

Private Pilot

Instructor:

Abdelmoteleb

Andrew Yang

Private Pilot

Instructor:

Nazariy Danylyshyn

Caleb Root

Multiengine

Instructor:

Kornel Pesti

Tommy Jimenez

Private Pilot

Instructor:

Romon Rodriguez

Zeeshan Pandejee

Instrument Rating

Instructor:

Vince Innamarato

Joe Orliando

Multiengine

Instructor:

Vince Innamarato

Jaden Rush

Private Pilot

Instructor:

Wael Abdo

K. Kurudamann

Instrument Rating

Instructor:

Abdelmoteleb

Inna Matsyshyn

Instrument Rating

Instructor:

Daniel Silvia

Ben Orschel

Private Pilot

Instructor:

Nazariy Danylyshyn

Ryan Lin

Commercial Pilot

Instructor:

Daniel Silvia

Somon Ismoilzoda

Multiengine

Instructor:

Nazariy Danylyshyn

Fernando Cordero

Private Pilot

Instructor:

Nazariy Danylyshyn

Dennis Viadyn

Commercial Pilot

Instructor:

Jim Zararis

GENE'S AVIATION QUIZ

What do these transponder codes mean?

1201

1202

1276

4000

4400

5000

7000

7777

Bad weather keeping you grounded?

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First Solos



Ryan Omid

Instructor:
Wael Abdo

Sebastain Soroeta

Instructor:
Thomas Ringe

William Lacouture

Instructor: Ramon
Rodriguez

George Bagwell

Goldix Edovard

Instructor: Ahmed
Abdelmoteleb

Max Minkovsky

Instructor: Nazariy
Danylyshyn

GENE'S QUIZ ANSWERS

1201 – VFR aircraft in the immediate vicinity of LAX

1202 – VFR gliders not in contact with ATC

1276 – used in ADIZ when unable to contact ATC

4000 – military aircraft

4400 – Flights above flight level 600

5000 – Reserved for use by NORAD

7000 – ICAO standard VFR

7777 – DOD interceptor missions not in contact with ATC

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QUOTE OF THE MONTH

“The fascination of flight can't be expressed with words. But it really lies beyond the capabilities of human endeavor. Once you've experienced it, you'll never be able to forget it.”

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