FlyLegacy

AUGUST 2024
Newsletter by
Gene Nicolo

Flight Simulator Upgrade Alert

We are excited to announce that our flight simulator has been upgraded to X-Plane 11, bringing you a new era of immersive and realistic flying. Get ready for an enhanced simulation experience!

For any questions or support, please contact us at 215-969-0311.

- New aircraft: Enjoy flying with an expanded fleet
- Updated user interface
- Easier and more intuitive controls
- Service vehicles: Enhanced realism on the ground
- New lighting, sound, and effects engine
- More immersive experience
- Improved aircraft performance and handling
- Flight model updates
- Revamped default fleet
- Freshly updated aircraft with new features
- Redone FMS & GPS units
- Enhanced navigation tools.
- Navdata updates
- Latest and most accurate data.
- Recut global scenery
- Stunning new visuals worldwide

PHOTO OF THE MONTH

This is a Piper Comanche. The model shown, a 400, was a unique plane and had an 8-cylinder engine.

The 400 has an IO-720 8-cylinder engine and was only offered with fuel injection and put out an incredible 400 horsepower without turbocharging. Mated to a three-bladed prop, fed by 100-gallon fuel tanks (130 gallons was available as an option) and sporting a max gross of 3,600 pounds, Piper's flying muscle car was born. With the turbo charging option it had a 233-mph top speed and climb rate of over 1600 fpm.

Comanches were manufactured from 1957 to 1972. Production of the Comanche ended in 1972, when torrential rains from Hurricane Agnes caused the Susquehanna River flood, flooding Piper's Lock Haven Pennsylvania manufacturing plant and destroying airframes, parts, and much of the tooling necessary for production of the Comanche. Only 148 model 400s were bult before the flood. The company continued building other types of aircraft at Lock Haven until 1984, when it closed the factory and consolidated its operations in Florida.

GENE'S AVIATION QUIZ

1. You take off and climb out at Vy, which gives you a 500 FPM climb. You then experience an increased headwind. What does your VSI show?
2. Why does the electric trim on the yoke have two split switches?
3. How do baffles assist in cooling an aircraft engine?
4. You are flying a multi-engine aircraft and logged 10 daytime stop-and-go landings in the past 90 days. Can you take friends on a daytime flight in a Piper Archer based on the multi-engine landings logged?
5. How is Mean Seal Level (MSL) determined?

Check Rides

Wael Abdo
Multi-Engine Rating
Instructor: Jim Zarias

Nick Polini
Instrument Rating
Instructor: Josh Fredette

Jacquelyn O'Neill
CFI
Instructor: Cheryl Benish

Chris Mowery
Instrument Rating
Instructor: R. Rodriguez

Aubrie Cresswell
CFI
Instructor: Cheryl Benish

Kevin Kyokka
Multi-Engine Rating
Instructor: Jim Zarias

Alex Drukier
Multi-Engine Rating
Instructor: Jim Zarias

Josh Joseph
Private Pilot
Instructor: D. Montanaro

Alexandra Tracy
Instrument Rating
Instructor: Max Stroud

DID YOU KNOW?

Altimeter settings in other parts of the world use different labels, Q codes are used.

Q codes are basic three-letter telecommunications codes designated in the early 1930s, back when Morse code was still the most popular form of long-distance information exchange, to facilitate the transmission and reception.

QNH — The barometric pressure as reported by a particular station (local altimeter setting). QNH is the altimeter setting that most general aviation pilots are familiar with when operating in the United States below 18,000 feet msl.

QNE, pressure altitude or ISA standard pressure — The uncorrected (for temperature) altitude indicated by an altimeter when it is set to 29.92 inches of mercury (inHg), or 1013.25 mb.

QFE — The altimeter setting referenced to airport field elevation where field elevation equals zero feet. QFE is the actual surface pressure at the airport.

The transition height or the altitude above which standard pressure (QNE) is set (29.92 inHg). The United States uses 18,000 feet msl as the transition altitude to switch from the local altimeter setting (QNH) to pressure altitude (QNE) when climbing through 18,000 feet. "Transition altitude" normally refers to climbing situations.

Transition level is the flight level below which QNH (local altimeter) or QFE is set. "Transition level" normally refers to a situation in which you are descending.

Transition altitudes/levels vary from country to country and can vary from airport to airport within a country. They can be found in the Altimeter Setting Data Box on en route charts, STARs, approach charts, departure procedures, and/or broadcast on ATIS or assigned by ATC. Transition altitudes/levels may be designated anywhere from 2,000 feet msl to 20,000 feet msl depending on the country or the individual airport. These altitudes can also be different when climbing away from or descending to the same airport.

In North America, transition altitude and transition level are the same: 18,000 feet MSL, FL 180.

First Solos

Tommy Jimenez
Instructor:
Ramon Rodriguez

Peterson Prosper
Instructor:
Max Stroud

Nicholas Radziewicz
Instructor:
Caleb Roop

Zeeshan Pandejee
Instructor:
Vince Vinnamarato

Michael Purcell
Instructor: Josh Fredette

Nick Pocceschi
Instructor: Erica Carter

Yijie Guo
Instructor: Jim Zarias

QUOTE OF THE MONTH

"The desire to fly is an idea handed down to us by our ancestors who, in their grueling travels across trackless lands in prehistoric times, looked enviously on the birds soaring freely through space, at full speed, above all obstacles, on the infinite highway of the air." – **Wilbur Wright**

GENE'S QUIZ ANSWERS

❶ The same, but your ground speed is slower.

❷ The trim switch is split so you do not accidently hit it and engage trim. You must purposefully push both switches at the same time to engage the trim.

❸ Baffles seal off the top of the engine and create a high-pressure area relative to the bottom half of the engine. The differential pressure pulls the air from the top to the bottom of the engine and then out promoting cooling.

❹ No, your takeoffs and landings need to be performed in an aircraft of the same category, class, and type.

❺ Various measurements from the previous 19 years are taken, considering tides, seasonal variations, the various levels of each ocean (they do vary slightly), and yearly risings to determine the MSL. Mean is another name for average.

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