FlyLegacy

**SEPTEMBER 2024**
Newsletter by
Gene Nicolo

# Welcome to Our New Flight Instructor

# Zac Kane

My journey in aviation began late into my college career. At that point in my life, the stress and uncertainty of my future consumed me as I searched for a career path that would not include some sort of office chair and cubicle. I was lucky enough to take a discovery flight through a very generous family friend and on that day found my path.

At Legacy I was met with unbelievably selfless and encouraging instructors who guided me through the first few chapters of my journey, specifically Kristina and Cheryl, who got me from student pilot through to CFI. I am not sure I will ever be able to thank them enough. My goal as a CFI is to move forward and approach my students with the same level of care and support that my instructors provided for me.

I would like to thank Alex and Sebastian for giving me the opportunity to instruct under their guidance, as well as my parents for their unwavering support. I look forward to guiding the next generation of pilots while continuing to learn from the incredible group of instructors and students here at Legacy!


# PHOTO OF THE MONTH

## Beechcraft Staggerwing, CL 17

**Beechcraft Staggerwing CL 17 was an advanced aircraft for its time manufactured in the 1930s. It had a 285-horsepower engine, and the list price was around $10,000. That was an expensive price considering the time and there were also many extras which you could add like better instrumentation, rear seat parachutes and custom paint schemes.**

It was developed as a business aircraft. One of the most distinctive features is the negative staggering of the wings, an arrangement which makes for good visibility, as the pilot's head is forward of the upper wing's leading edge. Aerodynamically, the negative stagger produces some good characteristics-the lift curve is flat at high angles of attack, showing no signs of falling off sharply, even at an angle of 30 degrees. In the past, the general belief has been that at high angles of attack the lower wing would "blanket" the upper wing. Wind tunnel and flight tests indicate that when located a considerable distance ahead, the lower wing straightens out the air stream for the upper wing, making it more efficient at high angles than the conventional positive staggered arrangement. The lower wing is far enough forward to permit a smooth fairing for the landing gear.

Structurally the negative stagger also has advantages-the highest loads are carried by the upper front spar which is deeper; flying wires pass through the lower wing and are fastened at the bottom of the landing gear; this results in a rigid structure as the wires make a large angle with the spars.

## GENE'S AVIATION QUIZ

1. What are the differences between AWOS and ASOS?
2. Why does the controller say, contact ground .7, rather than saying, contact ground on 121.7?
3. What is a Frise Aileron?
4. What is a 1½ radio?
5. You have heard the term Air Force One. What is Air Safe One?
6. Why does the Dassault Falcon 900 have 3 engines?
7. What is a Haboob?

# Check Rides

**Joshua Gamboa Hamilton**
Private Pilot
**Instructor:** Jen Sremanak

**Mahinur Mukut**
Instrument Rating
**Instructor:** Josh Fredette

**Abdull Mansaray**
Private Pilot
**Instructor:** Wael Abdo

**Nazariy Danylyshyn**
Multi-Engine
**Instructor:** Kornel Pesti

**Anthony Valassis**
Multi-Engine
**Instructor:** Kornel Pesti

**Frank Hammill**
Instrument Rating
**Instructor:** Max Strout

**Jim Cahill**
Private Pilot
**Instructor:** Daniel Silvia

**Zhanbolot Bekbolotov**
Private Pilot
**Instructor:** Caleb Roop

**Eric Aubrey**
Instrument Rating
**Instructor:** Daniel Silvia

**David Lee**
Multi-Engine
**Instructor:** Kornel Pesti

# DID YOU KNOW?

**Dassault Aircaft** originally wanted an aircraft capable of transatlantic flight. However, at the time ETO (Exteded Range Operations), required of passenger airlines, mandated more than two engines over water. So Dassault, even though the Falcon would be a private carrier, early on developed the Falcon 50 to meet ETO. ETO regulations have changed to allow two engine opearations over water. Dassault decided to keep the trijet on the Falcon 900.

Trijets have better two engine climb performance than twin jet engines with one engine out since you only lose 33% of thrust rather than 50% with a twin jet. They also do better operating out of runways that are short and or have obstacles. You will see Falcons based at mountainous airports for this reason.

With one engine out the Dassault Falcon 900 can still climb at a rate of 2,200 feet per minute. The Falcon 900LX is a popular choice for intercontinental travel because its three engines improve fuel economy by 40% compared to other aircraft. The maximum speed of the Falcon 900 is 552 mph.

The new Dassault Falcon 900 is listed at around $54 million. The total annual budget for flying a Falcon 900 is approximately $1,489,897 or $2,449,852 for flying 400 hours per year. These budgets do not include the cost to purchase the jet, depreciation or the cost of capital interest payments.

# First Solos

**Rowan Duffy**
**Instructor:** Petro Pitula

**Darrin Norgrove**
**Instructor:** Nazariy Danylyshyn

**Dominique Jarett**
**Instructor:** Jackson Combe

**Eli Lam**
**Instructor:** Daniel Silvia

**Thomas Edrasmann**
**Instructor:** Nazariy Danylyshyn

**Fernando Cordero**
**Instructor:** Nazariy Danylyshyn

**Sydney Pletscher**

## GENE'S QUIZ ANSWERS

1. AWOS reports are generated every minute, while ASOS reports can be sporadic. ASOS is more advanced than AWOS and can provide more information, such as the type and intensity of precipitation, and obstructions to visibility. AWOS is operated by the Federal Aviation Administration (FAA), while ASOS is typically operated by the National Weather Service (NWS). ASOS also plays a crucial role in maintaining the National Weather Service's climatological database.
2. Many ground frequencies are 121.7 or 121.9 so the controller assumes you know the megahertz side is 121 so he just tells you the kilohertz side.
3. It's an aileron when deflected, the leading edge of the aileron starts to protrude below the underside of the wing into the airflow. The leading edge in the airflow helps to move up the trailing edge of the aileron, which decreases the stick force.
4. A radio which contains a VOR and radio, but you can only use one at a time.
5. Call sign when the Director of the FAA is on board.
6. See the " Did You Know?" section of this newsletter.
7. It is a dust storm that forms as cold air drops from a thunderstorm and lifts dust in the air. (Yes, it is listed in the Aviation Weather Handbook).

## QUOTE OF THE MONTH

*"There are old pilots and there are bold pilots. However, there are no old, bold pilots."*

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