Fly Legacy

OCTOBER 2024
Newsletter by
Gene Nicolo

Welcome to Our New Flight Instructor

Jacquelyn O'Neill

Legacy team as a CFI! My passion for aviation truly took off during a discovery flight in 2021, and from that moment, I knew I wanted to become a pilot. The journey to get here has been incredibly rewarding, filled with hard work, dedication, and many late nights studying.

IBAT AHMADOV

Our New Instructor in Florida

Aviation fascinated me since I was 5 years old and since then I worked towards to become an aviator. Even though I grew up in 4 different countries I knew best place to achieve my dream will be in the USA. I started my journey in New York working on my aviation degree while taking flight lessons. After my first flight I never stopped and today I work as CFI at Fly Legacy Aviation, Florida. I am forever greatful to Fly Legacy Aviation to present me with the opportunity to work for them, because with them it never feels like work. As person who never stops learning Aviation is where you expand your horizons both literally and figuratively.

I want to take a moment to express my gratitude to everyone at Fly Legacy Aviation. Your patience and commitment in shaping me into a confident, safe, and capable pilot have been instrumental in helping me reach this point. As I step into this new role, I'm excited to carry that same support and encouragement forward to my students and help them achieve their goals. It is both a privilege and an honor to work at the very place that trained me, and I look forward to working with all of you!

PHOTO OF THE MONTH

Piper Colt

The Cessna's 172 is known for popularizing the tricycle landing gear in general aviation. However, Piper's Tri-Pacer had this feature years earlier, and the model's strong sales helped inspire Cessna to try a nose-gear design. The Tri-Pacer, PA-22, was built from 1950-1964 had four-seats and flaps.

Earlier this year the owner of a version of the Tri-Pacer, called the Colt, donated this beautifully restored aircraft to the Piper Museum in Lock Haven Pennsylvania. That airplane, with fabric covering, barebones interior and austere panel, confirms that general aviation engineering and design have made great strides in the past 60 years.

The Colt is flapless, two-seat version of the Tri-Pacer which both plane models shared type certificates and model designations,

It cost $4,995 to build and almost 2,000 units of the Piper Colt were sold in its short two-year runtime, lasting from 1961 to 1963.

GENE'S AVIATION QUIZ

1. What is the pressure range on most aircraft altimeters?
2. What is FAROS?
3. What is the difference between an RCO (Remote Communications Outlet) and an GCO (Ground Communication Outlet)?
4. How often are Surface Analysis Charts issued?
5. What is the primary function of an electric fuel pump on a fuel injected aircraft engine?
6. What are the secondary functions of an electric fuel pump on a fuel injected aircraft engine?
7. What is Flat Light?

Check Rides

Timothy Joyce
Commercial Pilot
Instructor: Caleb Roop

Matt Janissas
CFII
Instructor: Jim Zararis

David Mauritzen
CFII
Instructor: Jim Zararis

Danny Kaiser
Private Pilot
Instructor: Nazariy Danylyshyn

Sabir Nussagitor
Private Pilot
Instructor: Nazariy Danylyshyn

Mike Yoegel
IFR
Instructor: Max Strout

Thomas Alexander
IFR
Instructor: Vince Innamarato

Zeeshan Parctejee
Private Pilot
Instructor: Vince Innamarato

Zhanbolot Bekbolotov
Private Pilot
Instructor: Caleb Roop

Diana Smiruova
Private Pilot
Instructor: Erica Carter

DID YOU KNOW?

Altimeters measure pressure and are calibrated to indicate that pressure as an altitude in feet. The calibration assumes that the pressure drops at a standard rate as altitude increases.

The problem with the altimeter's indicated altitude is that it is calibrated assuming a standard day – that with increasing altitude the pressure drops at a standard rate. This assumption is not fully accurate for assorted reasons. On any given day, the pressure at mean sea level (MSL) will vary due to meteorological effects.

If the temperature at sea level is anything other than 15°C, then the rate of drop will not be standard. Also, the atmosphere usually has hot and cold layering making the rate of change of pressure non-uniform.

GPS displays altitude as a distance, whereas baro altimeters display altitude based on pressure measurements. The two are fundamentally different and you would expect them to differ. They indicate the same at 15°C, but the gap widens as the atmosphere becomes non-standard and they differ more as the temperature moves away from the standard 15°C.

With WASS corrections to our GPS position, our vertical location is accurate to a few feet but what is the reference for the altitude? It would be useless to refer to your vertical position to the center of the Earth so instead a twostep process is used to keep your GPS altitude at a reference to the Earth at mean sea level. Then your specific latitude and longitude on the Earth are measured relative to mean sea level so that the height can be referenced to your specific place on Earth.

Using a glass cockpit, static pressure at the aircraft can be converted to pressure altitude that relates altitude changes to pressure changes. From the pressure altitude and the local barometric correction, your barometric altitude is determined and displayed.

If you fly with Foreflight and have the Instrument Panel displayed, notice if there is a difference in altitude from your barometric pressure altimeter and the attitude on Foreflight from the GPS reference.

First Solos

Prat Patel
Instructor: Vince Innamarato

Oleksandr Chernilovskyi
Instructor: Patrick Williams

Linna Agbaria
Instructor: Ahmed Abdelmoteleb

Andrew Yang
Instructor: Nazariy Danylyshyn

GENE'S QUIZ ANSWERS

1. 28.00 to 31.00 inches of Mercury
2. Final Approach Runway Occupancy Signal. It is now being tested for for operational evaluation in the United States. It works by providing a visual signal to aircraft on final approach to land that the runway ahead is occupied by another aircraft or a vehicle. This is done by adapting the VASI or PAPI system to alter from steady lights to flashing mode while the identified hazard remains on the runway.
3. An RCO is an unmanned communications facility remotely controlled by air traffic personnel. They serve as a Flight Service Stations.GCO are unstaffed, remotely controlled ground to ground communications facilities. Pilots at a non-towered airport may contact ATC and FSS by radio to a telephone connection to get weather and ATC information.
4. Every 3 hours.
5. To prime the engine before starting.
6. To purge the fuel system of vapors and as a back up to the engine driven fuel pump.
7. All available light is highly diffused and directional light is lost. There are no shadows which means your eye can longer judge distance, depth or textures with accuracy. It is common in areas where blowing snow creates a whiteout. Clearly a problem for aircraft approaching the ground in those conditions.

QUOTE OF THE MONTH

"The only mystery in life is why the kamikaze pilots wore helmets."

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