Fly Legacy

NOVEMBER 2024
Newsletter by
Gene Nicolo

Our New Flight Instructors

Aubrie Cresswell

My journey in aviation began as a childhood dream. Growing up in Yosemite National Park, I watched search and rescue and aspired to become a helicopter pilot. However, life led me down a different path during college. While studying at the University of East London, I spent hours watching planes arrive and depart from London City Airport. I kept the idea of pursuing a career in aviation in my back pocket.

It wasn't until years later that I was introduced to Fly Legacy Aviation that I truly believed this dream could become a reality. Fly Legacy has provided incredible support and encouragement throughout my journey. My instructors, Max Malloy and Cheryl Benish, were amazing. Max, who is now one of my closest friends, has been my biggest motivator. Witnessing so many remarkable individuals transiting from student pilots to successful professional pilots is a testament to the collective success of Fly Legacy.

So here I am, pulling that idea of pursuing a career as a pilot out of my back pocket.

Kiran Shazadi

My aviation journey was an incredible experience, filled with exciting opportunities and unforgettable experiences. From the thrill of my first solo flight to the countless lessons learned from experienced instructors, every step has been meaningful. While studying computer science, aviation quickly became a huge part of who I am. Meeting instructors like Sahal, Jerin and Max, along with many other amazing mentors, was key to my growth. They constantly challenged me, making me push myself to become better and more confident as a pilot. Without their guidance and encouragement, I wouldn't be where I am today.

Working at the front desk also played a big role in my journey. I had the chance to meet all kinds of people, pilots, students, and aviation professionals—and learn from their experiences. Every conversation helped broaden my understanding of the aviation industry, and the people I met inspired me to keep pushing forward. Every opportunity I've had, whether flying in the sky or working on the ground, has shaped me into the person I am today. The challenges, the lessons, and the relationships I've built have all contributed to my growth.

I am excited to start my new role as an instructor at Fly Legacy. I look forward to sharing my love for aviation and helping others achieve their dreams in the sky.

PHOTO OF THE MONTH

Piper Aerostar

Piper Aerostar is the fastest piston engine twin. The 702 has a cruise speed of 300 mph and a top speed of 327 mph. Aerostar was born in 1969, by designer Ted Smith. There are some unusual aspects to the Aerostar. Electrohydraulic nosewheel steering and electric fuel selector to name a few. The clean wing was deliberately designed with only one degree of incidence. The engines are mounted so close inboard that the single-engine handling is excellent. They hold the pilot and 5 passengers and the 702 has a useful load of 2200 pounds.

GENE'S AVIATION QUIZ

1. What does the call sign Exec 1 mean?
2. What does the call sign Flynet mean? (Hope you never hear this one)
3. What does the call sign Night Watch mean?
4. What does it mean when a pilot transmits: Pan, Pan, Pan?
5. What does FIR mean when associated with airspace?
6. How much does TAS increase for each 1000 feet increase in altitude?
7. What is the difference between an upwind leg and departure leg in a traffic pattern?

Check Rides

Inna Mutsyshyn
Private Pilot
Instructor: Jen Sremanak

Keith Klein
Multi-Engine
Instructor: Jim Zararis

Ryan Fox
CFI
Instructor: Jim Zararis

Nick Lerro
Instrument Rating
Instructor: Jackson Combe

Nash Pitovski
Private Pilot
Instructor: Patrick Williams

Hannah Choi
Private Pilot
Instructor: N. Danylyshyn

Justin Holz
Instrument Rating
Instructor: D. Montanaro

Seifeldin Hanafy
Commercial Pilot
Instructor: A. Abdelmoteleb

Greg Hill
CFI
Instructor: Jim Zararis

Adam Jones
CFI
Instructor: Jim Zararis

Sriram
Multi-Engine
Instructor: Kornel Pesti

Aleksey Goncharov
CFI
Instructor: Jim Zararis

Mike Purcell
Private Pilot
Instructor: Josh Fredette

Brian Heffernan
Commercial Pilot
Instructor: N. Danylyshyn

Patrick Wesccti
Commercial Pilot
Instructor: D. Montanaro

Alexander Fernandez
Instrument Rating
Instructor: Josh Fredette

Danny Kaiser
Private Pilot
Instructor: N. Danylyshyn

Md Hassan
Instrument Rating
Instructor: Wael Abdo

Jake Welishek
Private Pilot
Instructor: D. Montanaro

QUOTE OF THE MONTH

"If black boxes survive air crashes, why don't they make the whole plane out of that stuff?"

First Solos

Guillermo Diclemente
Instructor:
Wael Abdo

Jaden Rush
Instructor:
Wael Abdo

Natalie Alvarenga
Instructor:
Ramon Rodriguez

Pyie Lwin
Instructor:
Patrick Williams

Courtland Cory
Instructor:
Patrick Williams

Hansunie Meemange
Instructor:
Jim Zararis

GENE'S QUIZ ANSWERS

1. If the president is traveling on a commercial aircraft. He used to do that in 1930s and 40s.
2. If the aircraft is going to a nuclear emergency.
3. Call sign of the flying mobile command 747 aircraft if the president is not or board. If he is onboard, it is Air Force One.
4. A distress call a pilot would use when it is urgent, but not an emergency. Like a medical issue on board.
5. Fight Information Region. It defines airspace where ATC is provided.
6. 2%.
7. The term upwind leg is used at towered airports. The departure leg term is used at non-towered airports.

DID YOU KNOW?

ICAO standard temperature is 15°C and the standard temperature lapse rate is 2°C or 3.5°F per 1000 feet up to 38,000 feet MSL. These are estimates based on the average between the dry and the moist adiabatic lapse rates. Adiabatic means without heat. The temperature decrease with altitude is determined by reduction in air density with altitude, which causes less collisions of air molecules and less heat production, no heat is added nor subtracted by external forces in the atmosphere. The moist adiabatic lapse rate is 2.5°C or 4.5°F per 1000 feet. To estimate possible cloud bases at an airport with a relatively close temperature and dew point spread, subtract the dewpoint from the actual temperature and then divide by the moist adiabatic lapse rate.

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