



Where Are They Now?

At Fly Legacy Aviation, we take immense pride in our graduates who represent us with distinction across the aviation industry. From soaring through the skies with major airlines to serving with honor in the Air Force and excelling in charter organizations, our alumni embody the skill, dedication, and professionalism instilled in them during their training. Their success is a testament to our commitment to excellence, and we are thrilled to see them carry the Fly Legacy name to new heights.



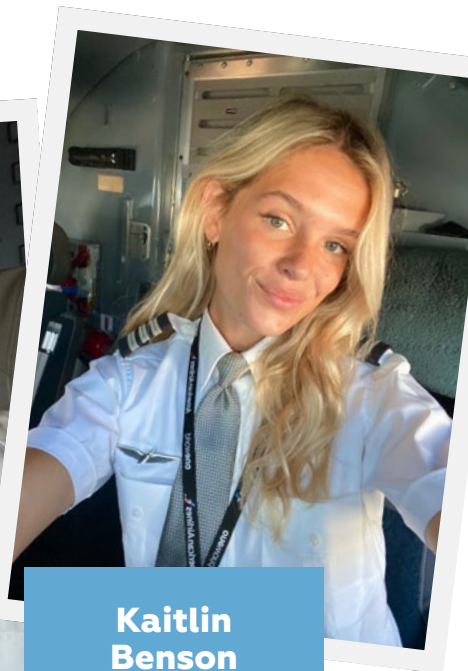
John Dixon
Corporate Air



Diego Arrieta
Republic /
C5-M Super
Galaxy Pilot
at Westover Air
Reserve Base



Declan Ferguson
PSA (captain)



Kaitlin Benson
Piedmont

John Dixon
Corporate Air

Alexander Faiman
PSA

Luca Salussolia
Envoy

Austin Garttmeyer
ExpressJet

Carlos Lopes
PSA

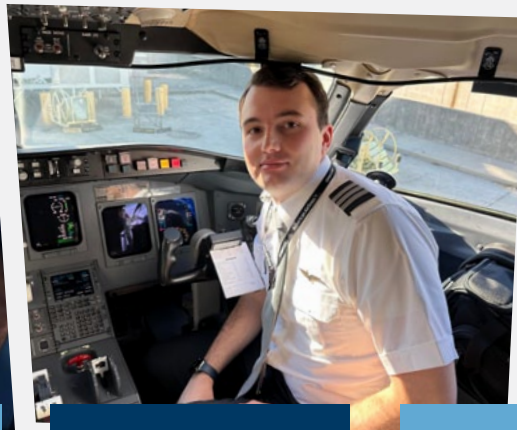
Jennifer Sremanak
PSA

Tristan Weiss
Piedmont

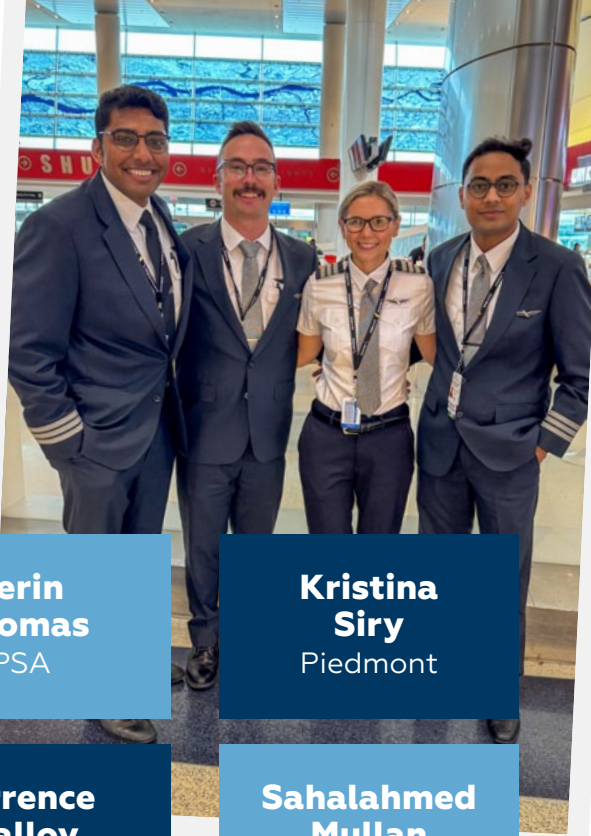
Adam Gabriel
PSA



Dzmitry Kalach
Spirit

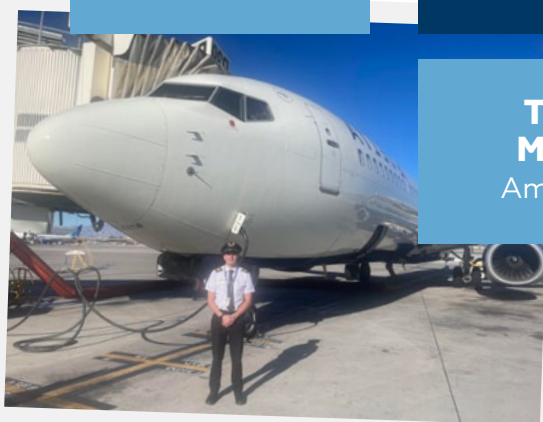


Max Strout
PSA



Jerin Thomas
PSA

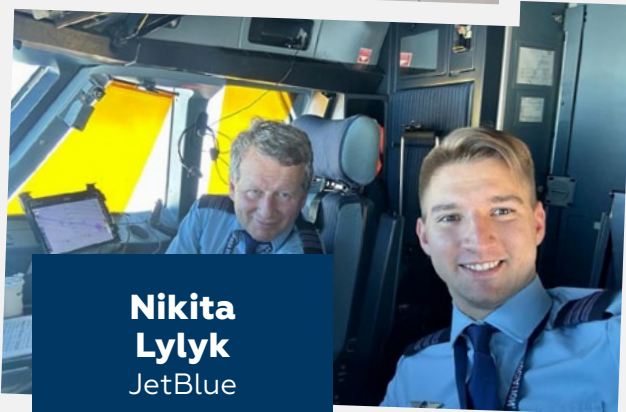
Kristina Siry
Piedmont



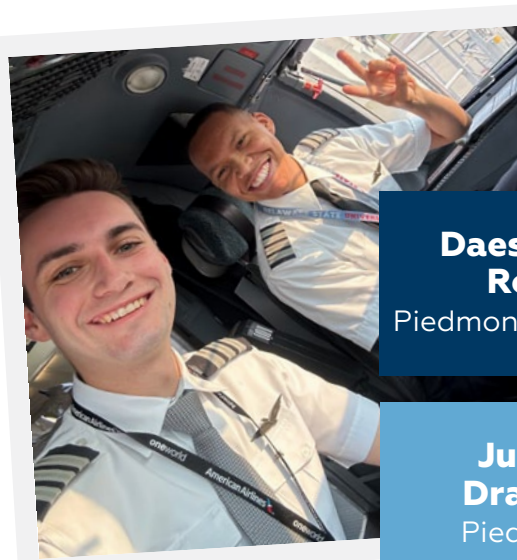
Tyler Mealy
American

Terrence Malloy
PSA

Sahalahmed Mullan
PSA



Nikita Lylyk
JetBlue



Daeshawn Rose
Piedmont (captain)

Julian Drawdy
Piedmont

James Kim
Republic

Kevin Charyszyn
PSA

Ryan Legrand
Piedmont

John Westervelt
PSA

Shavana Jones
Republic

Dionis Deleon
Castle Aviation

Anthony Scott
Delta

Alex Collicott
PSA



PHOTO OF THE MONTH

Piper Aztec

The PA-23, the photo is of an E model, the F was the last model produced in 1982, was the first twin-engine 6 passenger Piper aircraft and was developed from a proposed "Twin Stinson" design, inherited when Piper bought the Stinson Division of the Consolidated Vultee Aircraft Corporation. The prototype PA-23 was a four-seat low-wing all-metal monoplane with a twin tail, powered by two 125 hp Lycoming O-290-D piston engines; it first flew on 2 March 1952. The aircraft performed badly, and it was redesigned with a single vertical stabilizer and an all-metal rear fuselage and more powerful 150 hp Lycoming O-320-A engines.

Two new prototypes of the redesigned aircraft, now named Apache, were built in 1953 and entered production in 1954; 1,231 were built. In 1958 the Apache 160 were produced by upgrading the engines to 160 hp, 816 were built before being superseded



in 1962 by the Apache 235. With a 1962 price of \$45,000, the Apache 235 was a derivative of the Aztec, fitted with 235 hp versions of the engines used on the Aztec and swept tail surfaces (119 built).

Aztecs are big workhorses and well known for their ability to lift heavy loads out of short runways. They also have remarkably docile handling characteristics and cabin volumes. At 7,000 feet, early normally aspirated Aztecs with standard fuel tanks can cruise as fast as 208 mph and fly as far as 780 nm. Fuel burns at 75-percent-cruise is approximately 27 gph. Turbocharged models can fly faster and can be equipped with optional fuel tanks.

Check Rides

Scifeldin Hanafy

CFI

Instructor: Cheryl Benish

Aunette Hartman

Instrument Rating

Instructor: Patrick Williams

Kuvuvilla Abraham

Commercial Pilot

Instructor: Ahmed

Abdelmoteleb

Jude Laughlin

CFI

Instructor: Jim Zararis

QUOTE OF THE MONTH

"Flying is more than a sport and more than a job; flying is pure passion and desire, which fills a lifetime."

DID YOU KNOW?

How to Do a Shortfiled Takeoff in a Piper 100i?

Short Field, Obstacle Clearance

Flaps 25° (second notch)
Trim Slightly Aft of Neutral
Brakes Apply & Hold
Throttle Full Power
Brakes Release
Rotation Airspeed 55 KIAS

Rotate To Climb Attitude

Obstacle Clearance Airspeed Vx (Flaps 25°) 60 KIAS
Flaps Retract Slowly
Initial Climb Airspeed Vx (Flaps 0°) 64 KIAS

After Obstacles Cleared & Safe Altitude

Airspeed Vy 76 KIAS
Cruise Climb 87 KIAS



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