FlyLegacy

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Newsletter by
Gene Nicolo

Congratulations to Our Graduates and CFIs Turned Commercial Airline Pilots this Summer!

Kornel Pesti


Daniel Silvia

We are incredibly proud to celebrate our graduates who, after becoming skilled Certified Flight Instructors (CFIs), have now taken to the skies as commercial airline pilots! Your journey from students to instructors to First Officers showcases your dedication, talent, and passion for aviation. Congratulations on this remarkable achievement—we're thrilled to see you soaring in your new roles!

Ahmed Abdelmoteleb — PSA
Daniel Silvia — Piedmont
Caleb Roo — PSA
Domenick Montanaro — PSA
Jennifer Sremanak — PSA
Vincent Innamarato — Piedmont
Kornel Pesti — Envoy

PIEDMONT

PSA AIRLINES

envoy

GENE'S AVIATION QUIZ

1. What is the meaning of a taxiway way sign with the label "MIL"?
2. Why do some Cessnas have wing struts and others do not?
3. What are Special Air Traffic Rules (SATR)?
4. What is a "wing washout"?
5. Do safety pilots need to pay a pro-rated share of fight costs?
6. At what mileage are you assured of a VOR signal if you are on an airway flying at or above the MOCA?

PHOTO OF THE MONTH

Ford Tri-Motor

One of the most successful aircraft in history, the Ford Tri-Motor was used by more than 100 airlines worldwide, and many operated for more than a half century. The Ford Tri-Motor came into being following Henry Ford's purchase of the Stout Aircraft Company. Designated the 4-AT, the design followed an earlier, unsuccessful aircraft, the 3-AT. The Tri-Motor went from the drawing boards to flight in just over four months, its first flight in June 1926. Nine Tri-Motors, in five different models, were operated by the Navy and Marine Corps between 1927 and 1935. Designated RR-2 through 5 by the Navy, the first example was ordered in March 1927.

The Navy became interested in the aircraft as a potential transport or cargo carrier, ordering a single example in March 1927. The aircraft was tested in 1928 and served until retired in 1930. Improvements were being made so rapidly that it was said that no two Tri-Motors were the same. Designated JR-2s, they were assigned to the Marines and were powered by three 300 horsepower Wright engines rather than the original 200 horsepower engines of the prototype, giving them improved performance. In 1930, with enlarged wings and Pratt & Whitney Wasp engines, were purchased, one for the Navy and the other two for the Marines.

While useful to the Navy and Marine Corps, the Tri-Motor is best known for its contribution to the growth of U.S. commercial aviation. After the Trimotor, the Curtiss-Wright Condor made commercial airlines practical and profitable a decade before the advent of Douglas DC series or the Boeing 247.

Philadelphia, PA

Connor Hasson
IFR
Instructor: Patrick Williams

Joe McGough
Private Pilot
Instructor: N. Danylyshyn

Rylie Newcomb
Private Pilot
Instructor: Erica Carter

Jimmy Martin
Private Pilot
Instructor: Jackson Combe

Sebastian Soroeta
Private Pilot
Instructor: Tom Ringe

Aleksey Goncharov
CFII

Rowan Duffy
Private Pilot
Instructor: Petro Pitula

Luke Hawthorne
Private Pilot
Instructor: Aubrie Cresswell

Jake Torresen
Private Pilot
Instructor: Josh Fredette

Mike Yakutchik
Comm/MEL

Andrew Dieu
Private Pilot
Instructor: Petro Pitula

Mahinor Mukut
CFI
Instructor: Jim Zararis

Dennis Vaidyan
CFI
Instructor: Jim Zararis

First Solos

Yeisson Tena
First Solo
Instructor: R. Rodriguez

Farida Moursi
First Solo
Instructor: Wael Abdo

Pompano Beach, FL

Cade Christiansen
Private Pilot
Instructor: Jaden Casey

Zachary Millares
Private Pilot
Instructor: Ibat Ahmadov

First Solos

Hunter Platt
First Solo
Instructor: Jaden Casey

GENE'S QUIZ ANSWERS

1. Military Area.
2. The ones with struts, the main spar does not go through the fuselage. Without struts, the main spar goes through fuselage into the opposite wing.
3. That is certain airspace above land areas governed by part 93 regulations. The Washington DC SFRA and New Yorks's Class B exclusion zone would be examples.
4. That is when a wing root has a greater angle between the longitudinal axis of the airplane than the wing tip, and therefore a higher angle of attack. The design ensures the wing root will stall before the wingtip to allow for positive aileron control at high angles of attack. Sometimes it is called the angle of incidence. It also allows for a lower nose down attitude in cruise for better visibility.
5. They are not considered a passenger, and they can log SIC time because the operation requires more than one pilot.
6. 22 NM.

QUOTE OF THE MONTH

"When in doubt, hold on to your altitude. No one has ever collided with the sky."

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