Fly Legacy

NOVEMBER 2025
Newsletter by
Gene Nicolo

Chris Morinelli

Brooks Maxedon

Jude Laughlin

Seifeldin Hanafy

From Students to Instructors

Fly Legacy Aviation is beyond excited to officially hire our four incredible instructors who've been with us from day one! From their first lesson to earning their CFI wings, they've grown right here, and now they're ready to guide the next wave of pilots. True homegrown talent!

Brooks Maxedon
Seifeldin Hanafy
Jude Laughlin
Chris Morinelli

LEARN TO FLY PROGRAM

Registrations are now open for Young Pilot Winter Camp, held December 29, 2025 – January 2, 2026, for kids ages 6–14.

During this exciting hands-on aerospace STEM camp, students learn about the fascinating world of aviation, perform simple experiments that illustrate how airplanes fly, construct and fly balsa gliders, explore paths to careers in the commercial aviation industry, and pilot a full-motion aircraft simulator and a real airplane at one of the country's premier flight schools—all led by aerospace veteran Gregory P. Kennedy with over 40 years at NASA and space museums. Bring lunch and snacks; all materials provided. Register to launch your aviation dreams this holiday break!

flylegacyaviation.com/camp

Brooks Maxedon

After a 12-year career in the United States Army, aviation has become my greatest passion in life. Following in my dad's footsteps, I earned my Private Pilot License in 2022 — and it quickly became my next mission to make aviation my new career. Since then, I've loved every step of the journey and look forward to sharing that passion with others. I'm deeply thankful to my parents, my instructors, and my friends who have kept me on course and supported me along the way.

I'm absolutely thrilled to be instructing at Fly Legacy. As a student, I chose to train here because I saw a community of dedicated, like-minded people who worked hard, looked out for one another, and had fun doing it. I chose to return as a CFI for the same reason. My goal as an instructor is to provide my students with the highest-quality training and to pay forward the same spark and thrill that aviation gave me.

Seifeldin Hanafy

Like many pilots, my passion for aviation started at a young age. I was always captivated by airplanes—looking up every time one flew overhead and peeking into cockpits whenever I had the chance to board a flight. I often found myself sitting in Fly Legacy's parking lot just to watch planes take off and land.

During a vacation, I was gifted an introductory flight, and the moment the wheels left the ground, I knew I was hooked. A few days later, I walked into Fly Legacy and signed up for flight training. Throughout my journey, I've received tremendous support from my instructors and the incredible community Fly Legacy has built.
Today, I'm proud to be part of the Fly Legacy Aviation team and to help others begin their own journeys in aviation, sharing the same passion and support that inspired me from the start.

Jude Laughlin

My passion for aviation began when I was 6 years old, taking my first ever commercial flight. Ever since then, I've been fascinated by aviation and knew it was my future. I'm eager to pass on not only the knowledge I've gained but also the passion I have for flying. Legacy has offered an incredible training environment to me with their collection of passionate and knowledgeable instructors. The opportunity to carry that torch and pass on my knowledge is an honor and a blessing. I'm incredibly excited to share the love and passion I have for aviation with the others and to contribute to the great training environment I found here.

I want to send out a big thank you to all the people that helped make this dream come true especially to my family for the love and support they have offered me on this journey.

Chris Morinelli

My passion for aviation has been lifelong beginning as a child. I have spent most of my adult life around and involved in aviation in different capacities. After high school I spent four years in the Navy as a helicopter crewman and maintainer. Following this I attended Penn State University attaining my degree before reentering the Navy as a Naval Flight Officer and serving on several different platforms before retiring after 20 years.

After retirement I briefly entered the private sector for a few years before realizing that I still had my passion for aviation and desired to continue that journey in civilian life. I did a fair amount of research before settling on Fly Legacy Aviation to continue my journey. I could have not chosen a better place and have encountered numerous wonderful and knowledgeable instructors and staff. I could think of no better place to share my own experience, knowledge, and passion for flying to new members of the Fly Legacy Aviation community while continuing to grow as both a pilot and instructor.

Philadelphia, PA

Jackson Combe
Commercial Multiengine
Instructor: Kornel Pesti

Hayden Corr
Private Pilot
Instructor: Jim Zararis

Brett Hinz
CFI
Instructor: Jim Zararis

Alexander Fernandez
Commercial Pilot
Instructor: Josh Fredette

Raphael Olive
CFI
Instructor: Jim Zararis

Pamneit Bhogal
First Solo
Instructor: Erica Carter

Pompano Beach, FL

David Parker
Multiengine
Instructor: Jaden Casey

Julian Monaco
Multiengine
Instructor: Jaden Casey

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GENE'S AVIATION QUIZ

1. What does the acronym SIDA mean at an airport?
2. What are REL lights?
3. How many satellites are required to get a 3D position?
4. Who controls WAAS satellites?
5. How many satellites are required to get a position if there is a GPS integrity issue, and RAIM is required to be verified?
6. What is an RNP?
7. Who controls GPS satellites?

DID YOU KNOW?

Pilot Tips & Insights You Should Remember

✦ Vx, Vy, Vg will decrease approximately .5 knots for each 100 pounds under gross weight.

✦ Use ½ the bank angle for a rollout to a heading. If the angle of bank is 30°, start the rollout 15° before the desired heading.

✦ True Airspeed (TAS) increases over Indicated Airspeed (IAS) by 2% for each 1000 feet of altitude gained. IAS 100 knots at 6000 feet, TAS would be 112 knots.

✦ Foehn Winds: Dry, warm, down-sloping winds that occur on the downwind side of a mountain range. The Chinook and Santa Ana winds are Foehn winds. These down sloping winds produce a clear-air gap in the cloud cover between the ridgeline of mountains and altocumulus standing lenticular clouds called a Foehn gap.

✦ Fuel consumption is approximately equal to half the horsepower divided by 10.

✦ Graphical AIRMET (G-AIRMET): An advisory issued four times a day by meteorologists at the Aviation Weather Center (AWC). Each issuance consists of five snapshots valid three hours apart for a total of 12 hours. Each snapshot is valid at a specific time; it defines the coverage area of the hazardous weather. This includes a forecast for moderate non-convective airframe icing, freezing level, IFR conditions, mountain obscuration, moderate non-convective low turbulence, moderate non-convective high turbulence, sustained surface winds greater than 30 knots, and non-convective Low Level Wind Aher (LLWS). AIRMETs and their outlooks are automatically generated from the five snapshots of G-AIRMETs.

QUOTE OF THE MONTH

"Stay out of the clouds. Reliable sources report that mountains have been known to hide out in clouds."

GENE'S QUIZ ANSWERS

1. Security Identification Display Area
2. Runway entrance lights
3. 4
4. FAA
5. 5
6. Required Navigation Performance Approach
7. United States Space Force

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