

PATTY WAGSTAFF

AVIATION SAFETY, LLC

P W A S
Patty Wagstaff Aerobatic School
Aerobatic and Airmanship Training

2020

Welcome Letter

Patty Wagstaff Aviation Safety
3501B N Ponce de Leon Blvd #397
St. Augustine, Florida 32084
www.pattywagstaff.com

Dear Aviator,

Thank you for your interest in training with us. Aerobatic training will take you on an exciting journey to becoming a more accomplished aviator. We offer basic through advanced Aerobatic training, and tailwheel training when combined with one of our courses. We also offer specialized training, such as formation flying, bush flying techniques, airshow and competition coaching and more. Our goal is to provide the best possible training in a safe, professional and relaxed atmosphere. We believe our students learn best when they are comfortable and having fun.

Our well maintained quality Aircraft are safe and cost-effective, providing an excellent platform for your journey into Aerobatics. While we follow a comprehensive training syllabus, each course and each lesson is tailored for the individual and their unique goals. We train methodically and efficiently, building confidence and skill in each lesson based on a solid foundation of good Airmanship. We focus on the consistent use of good judgement, a well-developed knowledge base and a safety-conscious attitude.

There is a lot of talk about Upset Training – learning how to prevent and recover from airplane upsets. Upset Training is inherently covered in Aerobatic training. From your very first lesson, our training will help you respond to any situation in a quick, decisive and confident manner. We believe that if you know how to do Aerobatics, there are no unusual attitudes.

It is important to us that you not only gain skill and confidence, but enjoy your training and flying our superb airplanes. Patty Wagstaff Aviation Safety's highly experienced Instructors will help you explore the envelope in a safe and fun environment, and take you on a fantastic and rewarding journey into becoming a more accomplished aviator.

We look forward to flying with you!

Patty Wagstaff
Patty Wagstaff Aviation Safety, LLC

OUR LOCATION: St. Augustine, Florida enjoys some of the best weather in the country all year round. There are a lot of things to do when you're not flying - taking advantage of our beautiful beaches, exploring historic downtown, shopping and restaurants. We hope you enjoy your visit to this unique and beautiful part of the country as much as you enjoy flying with us.

THE AIRPLANES: We use the 8KCAB Super Decathlon and the Extra 300L. We believe these are the two best aerobatic trainers on the market, and complement each other well - with the Super Decathlon as the primary trainer and the Extra 300L as the more advanced trainer.

The Extra 300L is one of the finest airplanes ever built. Manufactured in Germany by Extra Flugzeugbau, the Extra is imported to St. Augustine, Florida by the U.S. Dealer, Southeast Aero Services. The Extra is certified to plus and minus 10 G's. It is a strong, maneuverable performance airplane and a great trainer due to its superb handling characteristics and control harmony.

Our airplanes are expertly maintained by Southeast Aero Services at our Headquarters in St. Augustine, Florida.

You can download the Extra 300L POH here:
<http://www.extraaircraft.com/techservice.php>

We will be happy to send you a copy of the Super Decathlon POH on request.

We are publishing a series of *Introduction to the Super Decathlon* videos on our You Tube channel (Patty Wagstaff). You may wish to review these prior to your lessons:

Part 1 – Introduction: <https://youtu.be/eNr18YXMOKo>

Part 2 – Seat Belts: <https://youtu.be/2qkNg6wvT9c>

Part 3 - Avionics: <https://youtu.be/f7xrJW5BQew>

THE SCHEDULE: Normally we start at 0800 or 0900, but we are flexible and will accommodate you as much as we can. You will start the day with ground school for approximately one hour, and then fly. After lunch and a break, you will then fly again. Your instructor will be available at any point during the day for further discussion.

For those taking more than one lesson per day, we suggest you allow 2 to 3 hours between flights to rest. We recommend a maximum of 2 flights per day.

If you have scheduled a 5 or 10 Hour Course, we suggest you allow an extra half day or a full day to make up for any weather delays, if possible. If not, we will do our best to complete your course and will always refund you for flights not flown.

GETTING HERE: St. Augustine is located on the northeast coast of Florida, south of Jacksonville. The Jacksonville Airport (JAX) is the closest airport to us, and is about a 45-minute drive to St. Augustine. Some people prefer to fly into Orlando (MCO) for more flight connections, and is about a 1 hour 45 minute drive to St. Augustine.

FLYING PRIVATELY

If you are flying into KSGJ we are located on the NE side of the airport at Southeast Aero Services, the US Extra Dealer and Cirrus and Cessna Maintenance Center. You are welcome to taxi directly to our hangar but if you require hangar space or fuel or will be here for an extended period of time, please arrange with Atlantic Aviation, at 904-824-1995. They can also help you with car rental.

DRIVING DIRECTIONS

Our physical address (not mailing address) is:

425 Hawkeye View Lane
St. Augustine, Florida 32095

Look for Gate 6E, just before the Northrup Grumman building. Our office is in the first building on your right. You will see our signs and the blue awning outside of our offices. Park just behind our hangar.

HOTELS: There are a lot of hotel choices in the area. St Augustine also has many charming B & B's in the downtown area. Unless you're here for an extended stay or your family is with you to take advantage of the beach, we recommend you don't stay in St. Augustine Beach as it's a longer drive to our airport. Here are a few hotels we recommend, each of them a short drive to our school.

If you would like to be on the beach:

Hampton Inn Vilano Beach
95 Vilano Road
St. Augustine, Fl 32084
904-827-9797

This is on the beach, within walking distance to restaurants and a supermarket.

If you would like to be downtown, where you can walk to all the action and great restaurants, we highly recommend this beautiful little luxury boutique hotel:

The Collector
Luxury Inn and Gardens
149 Cordova Street
St. Augustine, Fl. 32084

The Collector will also offer you our Corporate rate. Book Direct:
www.thecollectorinn.com Corporate Code: LCorp

St. Augustine has dozens of cute and friendly B & B's. One we like is fun and friendly B & B a few blocks from Downtown and within walking distance to everything, we recommend:

St. Francis Inn
279 St. George Street
St. Augustine, Fl 32084
800-824-6062

Close to downtown and close to the St. Augustine Airport we recommend:

Country Inn & Suites
231 San Marco
St. Augustine, Fl 32084
904-827-1766
Nice, new, friendly, close to airport.

For a less expensive alternative, very close to the St. Augustine Airport, we recommend:

Southern Oaks Inn
2800 N. Ponce de Leon Blvd
St, Augustine, Fl 32084
904-342-3254

Close to airport, reasonably priced, clean.

PAYMENT: We request that you pay by check or cash if possible, but we also accept all credit cards.

FAQ – Frequently Asked Questions

What if Aerobatics is not for me? It is normal to be excited and have some apprehension before your first aerobatic lesson. We ask ourselves, “What if this is not for me?” “What if I get sick?” “What if I don’t like it?” “Is aerobatics something I’m capable of learning?”

Aerobatics is for every pilot. There is nothing magical about it. Learning aerobatics is a methodical training process. We don’t start your first lesson with advanced maneuvers. We start with very basic ones such as steep turns, stalls, perhaps lazy 8’s, and build up to a simple aileron roll. You might be surprised (most people are!) at how much you love it from your first flight.

Think of it this way: Aerobatics used to be a part of every student pilot’s curriculum and they were not only expected to complete basic aerobatics, they were required to. During WWII pilots were not permitted to solo unless they could demonstrate a 3 turn spin, a loop, a roll and a half Cuban 8.

How will this affect me physically? Most people land from their flights with a big smile on their face, but it’s not unusual to feel a little nausea or discomfort during or after your first “akro” flight. We find most people recover quickly and after

a one or two-hour break, do fine on the second or third flight. We have never met anyone who couldn't overcome motion sickness with time and practice.

What if I get sick? You won't be the first (or the last). We carry a sick sack in every airplane. Odds are you won't need it, but if you do, it's not a big deal.

We will be happy to provide you with a Relief Band to wear during your flight. We have had really good luck with these in the past. You can read about them and purchase one at: <http://www.aeromedix.com/reliefband-with-replaceable-battery>

Should I eat before we fly? We advise you to eat lightly and only eat bland foods before your first flights.

What should I wear? Dress casually and comfortably (shorts are ok too if weather permits). Please wear flat soled shoes, the flatter the better. Thick soled shoes or boots will make it difficult to feel the rudder pedals. You will be asked to empty your pockets of keys, wallets, phones, cameras, etc. as we can't have FOD floating around the airplane, so be prepared to leave those items behind while you are flying.

What should I bring with me? Please bring your logbook if you would like your instructor's log entry for any endorsement. If you forget your logbook, we can give you a decal to take home or you can purchase a logbook from us. It's not required that you are a licensed pilot for aerobatic lessons, but again for any endorsement (BFR, CFI Spin, High Performance,) you will need to show your license to your Instructor. Bring a snack or light lunch if you'd like. We will have plenty of water for you.

What do you provide? We provide the latest Bose A20 ANR headset and also provide an emergency parachute for you to wear, as they are required by the FAA for aerobatic training.

Rules and Regulations: We follow the FAA regulations for aerobatic flight, which is to be 1,500' AGL or above, not over a congested area, at least 3 miles of visibility, and not within 4 nautical miles either side of a Federal airway. We have several designated practice areas in our location for your flights.

Because weather must be at least a 3-mile visibility and ceiling must be at least 3,500' AGL at the time of the training. If weather is not suitable for flying, sometimes we have to wait it out. Usually our weather is excellent, and although

we try, we obviously we have no control over it. If necessary we will work with you to reschedule for the earliest possible time.

Can I video my flight? Sure! Please bring your Go Pro (we can also provide you with one), that you can mount on the wing or the tail. Also, bring your Mini-SD cards. If you forget, we have some for purchase.

What reading material do you recommend? We have several basic aerobatic books for sale, but if you'd like to study a bit beforehand, we recommend "Basic Aerobatics" by Goulian/Szurovy and watch our new video Introduction to Aerobatics available at www.sportys.com/aerobatics

For any other questions prior to your training, feel free to email us: pattyaerobatics@gmail.com

We are excited to offer our two new online videos: Introduction to Aerobatics and Basic Aerobatics produced by Sportys Pilot Shop before coming to fly with us. We encourage you to purchase either or both of these videos as an intro to aerobatics and will give you step by step instructions on the maneuvers you will be flying with us: www.sportys.com/aerobatics

For our Basic Aerobatics video: <https://www.sportys.com/pilotshop/basic-aerobatics-with-patty-wagstaff.html>

And for the two course bundle: <https://www.sportys.com/pilotshop/introduction-to-basic-aerobatics-course-bundle.html>

Our Certified Flight Instructors

We are proud of our professional Certified Flight Instructors who have a wide range of experience. So you can get to know who you will be flying with, here is a brief bio for each of them.

Allan Moore

Chief Instructor

Certified Flight and Instrument Instructor, CFII



Allan Moore has been passionate about aviation his entire life. Reared in the open spaces of western Kansas, he received his private pilot certificate as a teenager and set his sights on a future of commercial aviation. He attended Kansas Technical Institute, receiving his Airframe & Power Plant Mechanic certificate while earning his commercial, Certified Flight Instructor and tailwheel endorsement and eventually his seaplane rating. He was soon employed as a CFII by First Coast Flight Center in historic St. Augustine, Florida. His gift for teaching was immediately recognized by his peers and superiors. During his time at First Coast, Allan accumulated experience in nearly 100 different types of aircraft and was specially selected to teach advanced upset prevention and recovery techniques to US Army aviators.

After obtaining his Airline Transport Certificate, his next career move took him to Comair Airlines. Quickly upgrading to Captain, he flew the Bandeirante, Metroliner, Saab 340, and Brasilia. Allan was then designated Check Airman for much of his tenure at Comair. When Comair retired its turboprop fleet, Allan flew the Canadair Regional Jet (CRJ) for the next 13 years.

Allan continued to advance his aviation experience by working part-time for North American Top Gun, flying the North American AT-6 Texan in simulated combat missions. He also did test flying as well as delivery and checkout instruction in the Extra 300 series of aircraft for Aerosport and Southeast Aero.

His 23,000 hours have been in 120 different type of aircraft. Allan's experience, and his love and passion for teaching caught the attention of Patty Wagstaff Aviation Safety, and they have worked together for over three years providing upset prevention and recovery training, and aerobatic training to pilots from all over the world.

When not teaching, Allan loves flying his Cassutt Racer in the aerobatic box at the Northeast Florida Region Airport in St. Augustine, honing his aerobatic skills. He currently holds a level II Statement of Aerobatic Competency issued by the FAA. His free time is also spent enjoying a coastal lifestyle with his wife, Pamela; kayaking, biking and practicing yoga. Additionally, he is a passionate metal-worker and machine shop hobbyist, making small engines and gunsmithing. Allan also finds interest in the primitive arts, including knapping arrowheads, archery and fire making, rounding out a full and rewarding life.

Tim Plunkett

Certified Flight and Instrument Instructor, CFII



Captain Tim Plunkett's career has spanned from being an Air Force pilot, flying and instructing in the T-37, T38, T39 and the B52, to being a captain for one of the world's largest airlines, flying the Boeing 727, 737, 757, 767, 767ER, the MD11, and the L1011. He retired from the airline as an International Check Airman Instructor and Evaluator.

Tim is an air show pilot, a glider pilot, a test pilot, a helicopter pilot, and a gifted flight

instructor. When not *working* as a pilot, Tim loves to fly aerobatics for fun. He has been a competition aerobatic pilot, flying the Pitts biplane, and is the past president of the Miami International Aerobatic Club, as well as being a certified aerobatic judge.

An aeronautical engineer with a masters from the University of Southern California, Tim was an aerodynamics professor at Embry Riddle Aeronautical University. He holds a US Patent for a Jet engine design modification. For fun, he now spends his time flight testing other aircraft while building and flying WW1 aircraft such as the Fokker Triplane, Sopwith Camel, Fokker DVII, Albatross and the SE5A.

The consummate aviator, Captain Plunkett holds an Airline Transport Pilot (ATP) Certificate and is a Certified Flight and Instrument Instructor (CFII), Multi-Engine Instructor (MEI) with Single Engine Land (SEL), Multiple-Engine Land (MEL), and glider and rotorcraft ratings, plus five jet type ratings. He has accumulated over 30,000 flight hours in numerous types of flying machines. When he's not in the air, Tim loves boating and traveling and of course, talking about flying.

Jeff Rochelle

Certified Flight and Instrument Instructor, CFII

Jeff Rochelle is a fighter pilot with over 4500 hours in the F-16 Fighting Falcon and 5600



hours total time. With over 40 years of aviation experience as a pilot, engineer and businessman, Jeff joined Patty Wagstaff Aviation Safety as a passionate and experienced instructor. Graduating from the US Air Force Academy, and the USAF “Top Gun” Fighter Weapons School, he also earned a master’s degree from Embry Riddle Aeronautical University. His background includes a tour with the USAF Thunderbirds Aerial Demonstration Team.

A commercial rated pilot, Jeff also holds a CFII, glider and helicopter ratings, and a type rating in the Eclipse 500. After 11 years with Lockheed Martin Aeronautics fielding the latest technology in the F-16 Viper, Jeff co-founded an aviation company that flies the Eclipse Jet and Robinson Helicopter, and he continues to fly those.

Jeff is also a commercial helicopter pilot flying the Robinson R-44. The challenge of switching to rotorcraft became one of his most enjoyable experiences in aviation.

Joining Patty Wagstaff Aviation Safety as an upset prevention and recovery training and aerobatic instructor, Jeff finds the Extra 300 series of aircraft to be the best and safest platform for advanced flying training, thanks to its robust design and flying qualities. As a CFI he is a natural instructor and enjoys sharing his many and varied flying experiences with his students. His unique skill set from instructing in combat, business jets, gliders and the Extra 300, allows him to connect with a wide spectrum of aviators on many levels.

Jeff began his flying career in gliders, and his heart is still in soaring. Other interests include triathlon training and scuba diving, and of course, talking all things aviation.

Spencer Suderman Certified Flight Instructor CFI

Spencer began flying while in college in the late 1980's and quickly advanced from private pilot to commercial pilot with an instrument rating. In 2002 he became a Certified Flight Instructor (CFI) to teach pilots how to be safer through upset recovery training. In 2006 Spencer performed in his first airshow and now holds an FAA unrestricted Statement of Aerobatic Competency (SAC) card allowing him to perform solo and formation aerobatics down to surface level.



While working on his instrument rating in 2000, Spencer discovered that aerobatics are amazingly fun and quickly lost interest in merely flying straight and level. After attending numerous aerobatic contests in the Super Decathlon aerobatic trainer rented from a local flight school he moved up to the high performance Pitts S-2B.

Spencer has been performing in air shows since 2006 and is also a **Guinness World Record** holder. On March 20, 2016, Spencer flew the Sunbird S-1x, an experimental variant of the Pitts S-1 biplane to an altitude of 24,500' and entered an inverted flat spin. At an altitude of 2,000' the recovery was initiated and the Sunbird smoothly returned to level flight at 1,200'. A new world record of 98 inverted flat spins crushed the previous Guinness World Record of 81 that Spencer set in 2014.

Spencer's enthusiasm for flight is infectious and he's proud of inspiring people to get involved in aviation. Spencer enjoys producing videos about flying that give the viewer a sense of being in the cockpit going along for the ride! Check out Spencer's videos on [You Tube](#).

When not flying Spencer works in information technology (IT) and lives in Florida with his wife, children, and two dogs. His educational background includes an MBA from the

University of Massachusetts, Amherst and a bachelor's degree from the State University of New York. Education is the most important pursuit any human can undertake and Spencer speaks from experience when encouraging young people to pursue learning with passion.

Robert Bester

Certified Flight and Instrument Instructor, CFII

Rob Bester is originally from South Africa and now lives in St. Augustine, Florida. He



attended the South African Air Force College, training in the original T-6 and the MB326 and MB329 light attack aircraft. Rob graduated as a Lieutenant with Pilot's Wings in 1989 and has since accumulated over 16,000 hours in the air. After completing his service with the South African Air Force, Rob flew Ag Wagons, Braves, Thrushes and the Air Tractor in both the Agricultural and Fire Fighting Industries, and also worked in the Medevac field.

Rob flew for South African Airways, flying B-747, A340 and A330, B-737 and was involved with their CRM facilitation program before moving into the corporate aviation world in Gulfstreams, Falcons, Learjets, Hawkers and Citations. Currently a SIM check airman, Rob flies the 747 for a worldwide freighter operator.

Rob has been a CFII since 1995 and gains great satisfaction passing on what he has learned during his time with one of the oldest air forces and airlines in the world. He feels fortunate to have experienced Upset Prevention and Recovery (UPRTA) training on both the Airbus and Boeing simulators and he is presently developing an airline program to meet the upcoming UPRTA requirements.

Rob and his family, wife Michelle and kids Jess and Dan, enjoy life in Florida. In his spare time, Rob enjoys spending time with his family, riding dirt bikes, kayaking and playing golf. One of his great joys in life is being able to fly upside down while looking out the window!

Jack Householder

Certified Flight and Instrument Instructor, CFII



Jack Householder comes from a family of pilots, mechanics and aviation enthusiasts. Growing up at Herlong and Craig airport in Jacksonville where his grandfather Jack Householder started Jax Aero Maintenance, Jack earned his private license at the age of 17. He attended Florida state college Jacksonville receiving his Degree in Aviation while earning his multi engine commercial, Certified Flight Instructor ratings and tailwheel endorsement. He started his career at the Fleet readiness center southeast at NAS Jacksonville as an Aircraft systems inspector and eventually moved into Quality Assurance becoming a Functional check flight pilot on the T-6 Texan 2 A/B models, T-34C Turbo Mentor and the T-44 pegasus for the U.S. Navy. Currently Jack is a part 91 corporate pilot at Northeast Florida Regional Airport in St. Augustine where he holds type ratings in the Citation 650, Citation 500 series, Hawker 400 and Citation XLS. Jack continues to advance his aviation experience by working as a Flight instructor and competing in Aerobatic competitions. In his spare time Jack enjoys spending time with his family, flying aerobatics for fun, and skydiving. Jack Also owns a Cessna 172 which he hopes to teach his son to fly in one day. For me flying is more than a sport and more than a job, flying is pure passion and desire that will fill a lifetime.

Patty Wagstaff

Founder Patty Wagstaff Aviation Safety LLC
Certified Flight and Instrument Instructor, CFII

Patty is a 3-time US National Aerobatic Champion, 6-time member of the US Aerobatic Team and inductee of the National Aviation Hall of Fame. She has flown many airplanes including jets and war birds and has type ratings in the L-39, TBM Avenger, T-28 and a Letter of Authorization (LOA) in the BD5-J Jet. She has flown air shows in the super decathlon, Pitts series, Extras, T-28, T-6, Tucano and P51D Mustang and is a commercial helicopter pilot. In addition to performing in air shows across North America each season, she operates Patty Wagstaff Aviation Safety LLC and the Patty Wagstaff Aerobatic School which are headquartered in St. Augustine, Florida. Patty has been a CFII since 1983 and has been the Chief Instructor for the Kenya Wildlife Service Air Wing since 2001. Patty is currently working with Sportys Pilot Shop on a series of instructional videos about aerobatics and airmanship. When she is not flying, she leads an active lifestyle riding her bicycle and doing yoga, going to the beach, riding horses and being with her dog, Tootie, and her parrot, Buddha.



We look forward to flying with you!