

PATTY WAGSTAFF

AVIATION SAFETY, LLC



WELCOME LETTER

2023

Patty Wagstaff Aviation Safety LLC
St. Augustine, Florida
www.pattywagstaff.com
Pattyaerobatics@gmail.com

Dear Fellow Aviator

Thank you for your interest in training with us. Aerobatic training will take you on an exciting journey and it will help you become a more skilled and ultimately a safer pilot.

We offer basic through advanced Aerobatic training and Upset Prevention and Recovery Training with a focus on Airmanship - the consistent use of good judgement, a well-developed knowledge base, and a safety-conscious attitude. We also offer specialized training such as formation flying, bush flying techniques, airshow, and competition coaching.

While we believe that if you learn aerobatics, there are no unusual attitudes, each of our courses starts with Upset Prevention and Recovery Training (UPRTA), focusing on how to avoid, prevent and recover from situations that lead to Loss of Control in Flight. We feel this gives every pilot a good foundation for aerobatics. We also offer a dedicated one-day, two-flight Upset Training course that will teach you respond to any situation in a quick, decisive, and confident manner.

Our well-maintained state-of-the-art aircraft are safe and cost-effective, provide an excellent platform for your training. While we follow a comprehensive training syllabus, each course and each lesson are tailored to the individual and their unique goals. We train methodically, building confidence and skill in each lesson.

Our goal is to provide the best possible training in a safe, professional, and relaxed atmosphere. We believe people learn best when they are comfortable and having fun and we hope you to enjoy training with us, and the experience of flying our superb airplanes.

Our highly experienced Certified Flight 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
St. Augustine, Florida



Our Location: St. Augustine is located on the Northeast Coast of Florida, south of Jacksonville.

We enjoy some of the best year-round weather in the country. There is a lot to do when you're not flying – beautiful beaches, a historic downtown, and great restaurants. We hope you enjoy your visit to this unique and beautiful part of the country as much as you will enjoy flying with us.

Directions: We are located at KSGJ, the St. Augustine Airport.

Flying Commercial: The Jacksonville Airport (JAX) is the closest commercial airport and about a 45" drive to St. Augustine. It is about a 1'45" drive from Orlando (MCO).

Flying Privately: We are located on the NE side of the KSGJ at Southeast Aero Services. We suggest you park at Atlantic Aviation, the FBO, where you can get fuel and your rental car. We are also happy to pick you up. If you are just here for the day, we might be able to arrange for you to taxi directly to our hangar.

Driving: Our physical address (not mailing address) is

425 Hawkeye View Lane
St. Augustine, Florida 32095

We are located almost at the end of the street on your right, just before the Northrup Grumman building. You will see our signs. Our office is in the first hangar on the right, under the blue awning. There is parking just behind our hangar.

The Airplanes: We operate the 8KCAB Super Decathlon and the Extra 300L, two of the best aerobatic trainers available.

The Super Decathlon comes from the Champion lineage of airplanes and is manufactured today by American Champion in Wisconsin, USA. The Super “D” is a fun and capable aerobatic trainer.

The Extra 300L is manufactured in Germany and is one of the finest airplanes ever built. Certified to plus and minus 10 G’s, it’s a great trainer due to its strength, superb handling characteristics and performance.

Our airplanes are expertly maintained by Southeast Aero Services at our headquarters in St. Augustine.

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.

Hotels: There are lots of motel and hotel choices in the area. It can get busy on the weekends so book early. Unless you're here for an extended stay or your family is with you, we don't recommend you stay in St. Augustine Beach as it's a longer drive to the airport. Here are a few recommendations close to the airport:

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

The Collector
Luxury Inn and Gardens
www.thecollectorinn.com

As for our corporate rate: LCorp

We also recommend this beautiful hotel in the heart of downtown:

Casa Monica
www.casamonica.com

This is a wonderful flat is located downtown and next to St. Augustine's best coffee shop:

Treetop Cottage
https://www.airbnb.com/rooms/51641093?adults=2&translate_ugc=false&federated_search_id=b0358f55-2ceb-4a32-a0cd-8e1067178903&source_impression_id=p3_1629300664_qUIPZw8R0%2BICGGGz

Close to the airport and downtown and a less expensive option:

The Southern Oaks Inn
www.southernoaksinnstaug.com

Brand new and close to the airport:

Hilton Garden Inn, St. Augustine, Historic District

Another nearby option, is the Courtyard Marriot on SR 16. They offer a Bistro for breakfast and for dinner, and have a full service bar. Call and ask for our special rate and mention: Patty Wagstaff Aviation Safety, LLC.

Courtyard Marriott
www.marriott.com/jacxs
904-826-4068

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 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. Like everything else, 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 Lazy8’s and build up to a simple aileron roll. You might be surprised by how much you love it!

Think of it this way: Pilots have been doing aerobatics almost as long as flight itself. Aerobatics used to be a part of every student pilot’s curriculum. 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.

What will my day look like? We normally start between 0800 and 0900 but we are flexible and will accommodate you as much as possible. You will start the day with ground school for approximately one hour and then fly. After a break, you will brief and then fly again. Your instructor will be available at any point in the day for further discussion.

We recommend a maximum of 2 flights per day, and suggest you allow 2 to 3 hours between flights to rest.

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

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. Most people recover quickly and after a one- or two-hour break, do fine on the second or third flight.

We will also provide you with a Relief Band to wear during your flights. You can read about them and purchase one at:

<https://www.sportys.com/reliefband-1.html>

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.

Should I eat before I 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 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., so be prepared to leave those items behind while you are flying. We can't have FOD floating around the airplane.

What should I bring with me? Please bring your logbook if you would like a 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 to take aerobatic lessons, but for any endorsement (BFR or CFI Spin,) you will need to show your license to your Instructor. Bring a light snack or lunch if you'd like, but there are plenty of places to go to nearby. We will have plenty of water for you.

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

Rules and Regulations: While we follow the FAA regulations for aerobatic flight, which is to be 1,500 feet AGL or above, not over a congested area, at least 3 miles of visibility, and not within 4 nautical miles of a federal airway, our personal limitations call for a minimum of a 3,500-foot ceiling and good visibility. If the weather is not suitable for flying, sometimes we must wait it out. Usually our

weather is excellent, but it's one thing we have no control over. If necessary, we will work with you to reschedule for the earliest possible time.

Can I video my flight? Sure! We have mounts on the airplanes. Please bring your Go Pro and your Mini-SD cards. If you forget it or don't have one, we can supply you with one and have Mini-SD cards for sale.

What reading material do you recommend? We strongly suggest you watch our Basic Aerobatics series with Sportys. We also have several basic aerobatic books for sale, and if you'd like to read a bit beforehand, we recommend "Basic Aerobatics" by Goulian/Szurovy.

Is there anything I can do to prepare? Just come with an open mind and a willingness to learn! The short cockpit orientation videos below will be helpful, and watching our videos with Sportys: *Basic Aerobatics* and if you're planning to get a tailwheel endorsement, then *Tailwheel Checkout*. You'll be ahead of the game if you watch them beforehand, and we can also run them for you while you're here.

Go to: www.sportys.com/aerobatics
And www.sportys.com/tailwheel

Cockpit Orientation Videos: Here are three short videos that will introduce you to our Super Decathlon. These are helpful to watch before your first lesson.

Part 1 Introduction: https://www.youtube.com/watch?v=6TbR_vszcBE

Part 2 Seat Belts: <https://www.youtube.com/watch?v=SpnarRllmjQ>

Part 3 Avionics <https://www.youtube.com/watch?v=f7xrJW5BQew&t=182s>

PAYMENT: We request that you pay by check or cash if possible, but we also accept all credit cards for a .3% fee.

We look forward to flying with you! If you have any questions feel free to email us: [*Pattyaerobatics@gmail.com*](mailto:Pattyaerobatics@gmail.com)

Our Certified Flight Instructors

We are proud of our professional Certified Flight Instructors who have a wide range of aviation experience. 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 on the open spaces of western Kansas, he received his private pilot certificate as a teenager and set his sights on a future in 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 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 training techniques to US Army aviators.

After obtaining his Airline Transport Certificate (ATP), 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.

When not teaching, Allan loves flying his Cassutt Racer in the aerobatic box at the Northwest Florida Regional 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. He is also 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.

His 23,000 hours have been in 120 different type of aircraft. As the Chief Instructor for Patty Wagstaff Aviation Safety, Allan bring his experience and his love and passion for teaching to provide aerobatic and upset training to pilots from around the world.

Bo Gwinner

Certified Flight and Instrument Instructor, CFII

Bo Gwinner grew up with a passion for aviation and spent his childhood building model aircraft with his father, starting on small balsa wood models, progressing up to 6 foot wingspan gas powered warbirds. Through flying model aircraft, he was encouraged to jump in the cockpit of the ASK-21 glider and start his German glider license.

Bo flew gliders in the mountains of Germany before moving back to the United States where he earned his Private Pilot's license at 17, before he could legally drive.



A graduate of Embry-Riddle Aeronautical University, he completed his Bachelors of Science in Aeronautics with a triple minor in Applied Meteorology, Aero Studies, and Airport Management. While at Embry-Riddle, he completed his instrument and commercial single and multi-engine, certified flight instructor and certified flight instructor-instrument check rides as well as his complex, high performance, and tailwheel endorsements. During this period, he discovered aerobatics and competed in a Pitts S2-B. After graduating, Bo gained more experience flying a Piper Aztec both nationally and internationally, doing remote sensing survey work.

Bo loves to teach and firmly believes in the valuable lessons taught during aerobatics and upset prevention and recovery training. Bo's future goals in aviation include becoming a top-notch airshow demonstration pilot, flying warbirds and jets.

Bruce Moore

Certified Flight and Instrument Instructor, CFII



Bruce was introduced to aviation when his father took him for a ride in a J-3 on floats at age 2, an event he still remembers, and he has been fascinated with aviation ever since. Earning his Private Pilot's License while in high school, he went on to get a degree in Aviation Science from Embry-Riddle Aeronautical University and after graduating he began working as a flight instructor. (This is when he says he really started learning how to fly!)

Bruce has been a corporate pilot, glider flight instructor, production test pilot and aircraft salesman, banner tow pilot, aerobatic flight instructor, flight school chief pilot and part-time airshow pilot, manager of Embry Riddle's Upset Training program and Designated Pilot Examiner. A Certified Flight Instructor, Bruce holds an ATP, single and multi-engine ratings, and is a glider and seaplane pilot. With over 23,000 flight hours, 9500 of those are in tailwheel and 6300 of those in warbirds.

In addition to flying, Bruce is a professional photographer and aviation writer. He has flown over 1500 air-to-air formation photo shoots and his work has appeared in Flying, AOPA Pilot, Plane and Pilot and EAA publications and is on display at the Smithsonian Air and Space Museum.

Bruce has been teaching flying for over 40 years and still gets his greatest satisfaction by sharing his love of flight with others. He particularly enjoys those specialty areas that require the most stick and rudder skills such as aerobatics, gliders, seaplanes, back-country flying.

When not flying Bruce is an avid hiker, hunter, sailor, scuba diver and nature lover.

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, T-38, T-39, and the B-52, to being a Captain for one of the world's largest airlines, flying the Boeing 727, 737, 757, 767, 767ER, the MD-11, and the L-1011. He retired from the airlines as an International Check Airman,



Instructor and Evaluator. Tim is an airshow pilot, a glider pilot, a test 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 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 WWI aircraft such as the Fokker Triplane, Sopwith Camel, Fokker DVII, 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 a Single Engine Land (SEL), Multi-Engine Land (MEL) and glider and rotorcraft ratings, plus give jet type ratings. 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 over 6000 hours total time. His background includes a tour with the USAF Thunderbirds Aerial Demonstration Team. With over 40 years of aviation experience as a pilot, engineer, and business person. Graduating from the U.S. Air Force Academy, and the USAF "Top Gun" Fighters Weapons School, he also earned a Masters degree from Embry Riddle Aeronautical University.



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 joins Patty Wagstaff Aviation Safety as a passionate and experienced instructor. He finds the Extra 300 series of aircraft to be the best and safest platform for advanced flight training, thanks to its robust design and handling qualities. As a CFI he is a natural instructor and enjoys sharing his 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. Other interests include triathlon training and scuba diving and of course, talking about all things aviation.

Patty Wagstaff

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

Patty is a 3-time U.S. National Aerobatic Champion, 6-time member of the U.S. Aerobatic Team and inductee of the National Aviation Hall of Fame. She has flown many airplanes including jets and warbirds and holds type ratings in the L-39, TBM Avenger, T-28, Tucano, and a Letter of Authorization in the BD-5J. She has flown airshows in the Super Decathlon, Pitts, Extra, T-6, T-28 and P51D and B Mustang, and is also a commercial helicopter pilot. She flew the OV-10 as an Air

Attack Captain for Cal Fire. Patty has been a CFII since 1983 and has been the Chief Instructor for the Kenya Wildlife Service Airwing since 2001.



In addition to flying low level airshow demonstrations in the U.S. and abroad, she operates Patty Wagstaff Aviation Safety, LLC, providing aerobatic, airmanship and Upset Prevention and Recovery Training, to pilots from around the world. Patty is currently working with *Sportys Pilot Shop* on a series of instructional videos about aerobatics and airmanship. When not flying, she leads an active lifestyle riding bicycles, motorcycles, horses, hanging out with her dogs, her parrot, Buddha, going to the beach and traveling for work and for fun.



#letsgoflying #aerobatics #safety #confidence #upsettraining #preparation #nounusual attitudes #Yolo
#aerobatictraining #Extra300L #SuperDecathlon @Bose @flygoodyear @concordebattery
@Sportypilotshop @southeasteroservices @extraaircraft @americanchampion

We look forward to flying with you!