JETSTREAMS

AHART AVIATION SERVICES

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In an attempt to be more environmentally friendly we have purchased new fuel sampler cups for each of the aircraft on line at Ahart. These fuel samplers are large enough so that you can test all sump drains in the same cup then pour the fuel back into the tanks. There is a special filter on the top of the cup which allows only fuel to come out. The fuel sample cups will also be available for purchase for those of you who like to have your own. These samplers are more expensive than the other ones so please be sure to put the cup back in the airplane after using it.

Last week Jordan Miller left for ground school in Burbank, CA. Once he completes the training he will be flying out of Oakland for Ameriflte. During Jordan's 2 years of employment here at Ahart he helped many students achieve their goals of becoming pilots and acquiring additional ratings. We wish him lots of luck as he continues his career in aviation.

Happy and safe flying,

~Lysa Wollard

February Achievements

Trevor Crouder
Solo
Ivan Szeto

John Springman
Solo
James Hubbard

Kurt Haller
Solo
Nenad Paleka

Campbell Younger
Solo
Nenad Paleka

Aaron Seymoor
Solo
Neal Beuerman

Nick Gonzales
Solo
Neal Beuerman

Jon Friedman
Solo
Rob Goldman

David Goyne
Solo
Ivan Szeto

Eric Hall
Private
Jordan Miller

Dennis Flynn
Private
Nenad Paleka

Kyle Salem
Private
Brian Seals

Mark Mullen
Instrument
Nenad Paleka

Chiou-Shann Fuh
Instrument
Ivan Szeto

Tyler Goodwin
COM MEL
Jordan Miller

FLIGHT INSTRUCTOR OF THE MONTH:
Nenad Paleka

Landing without Brakes

As we move into the summer months we expect to see more incidents of pilots landing with their feet on the brakes causing flat spots or popped tires. As the pilot in command of an airplane if you cause these infamous flat spots or pop the tires you are responsible for the cost of replacing the tires plus the labor. So, PLEASE, be very careful when landing (especially the Cessnas and the Diamond), if you are landing on RWY 25R or 7L you really should not need to apply brakes at all, if you do then wait for the indicated airspeed to slow down below 35 kts then evenly and gently apply brakes. If you feel the wheels start to lock up, release break pressure immediately. Thanks for your help and attention to this matter!

The Flying Gourmet

by Jim Jellison

The weather in Northern California is such that sometimes it seems that it will never stop raining. That's the way it had been for the week prior to this flight. I try to take advantage of every holiday that I get from work to schedule a flight so I took a chance that February 21st, President's Day would provide cooperative weather. Monday morning I woke up to sunshine (a very good sign) but I knew the forecast was for rain and possible thunderstorms. The ceiling was 4,000 broken 10,000 scattered with scattered showers, the wind was out of the east at a very mild 5 knots. Sounded like a go to me so, my wife and I headed to the airport.

I had scheduled the Mooney with a destination of Fresno for lunch. We got off without any problems and climbed to 5,500 ft where we found it remarkably smooth with almost unlimited visibility between the clouds. With just a couple of minor course deviations to remain VFR the flight was uneventful and quite beautiful with the lush green landscape below us and puffy clouds above. We were cleared for a straight-in to runway 11 right, taxied off at B6 and straight to transient parking at Mercury Air Center.

The Mercury Air Center man asked if we needed anything and then pointed us to the terminal building where the coffee shop is located. From where we were parked it would have been a pretty good walk and with it about to rain any minute, I decided that we would get a taxi to town instead. So, we walked back to Mercury and asked for their recommendation. Well, not only did they name a nearby restaurant but also provided us transportation to it for a nominal fee.

The Piccadilly Inn is almost within walking distance - providing you know which way to walk! The Mercury Air Center shuttle had us there in just a few minutes. At the Inn we found the Steak and Anchor restaurant with carpeted floors, soft music, comfortable seating, white table cloths and attentive service. Sandra opted for the Cobb salad and I ordered the soup and sandwich combination. Both were outstanding. The place is known for their steaks and one of these evenings I'm going back to give it a try. It is nice to know that if you are ever in Fresno that there is a nice place to eat and stay close to the airport.

Fresno Yosemite International (FAT) is approximately 117 nautical miles from LVK on the 113 degree radial from El Nido VOR. Since Fresno is Class C airspace you will need to call Fresno Approach 20 nm out for a squawk.

On the way home, the central valley had cleared but true to the forecaster's word we found thunderstorm cells to the south and west of Livermore as we entered the tri-valley. Just by luck we managed to tie down the Mooney and get to the car before the rain began. Another good restaurant and another great day of flying!

Weather Theory For Pilots

(Developed by the National Weather Association's Aviation Weather Committee) presented by Terry Lankford

Ahart Aviation has agreed to sponsor this aviation weather seminar on Saturday, March 12th between 9:00 am and 12 noon. Below is an overview of the presentation.

Although weather affects a pilot's flying activity more than any other physical factor, most pilots agree that weather is the most difficult and least understood subject in the training curriculum. Surveys indicate that many pilots are uneasy with or even intimidated by weather. In spite of these facts, or maybe because of them, weather training for pilots typically consists of bare bones, while weather-related accidents remain relatively unchanged. This, in spite of advances in weather observations, such as satellite, radar, and the proliferation of surface observations. And, there is no doubt that there has been a significant improvement in forecast accuracy and weather dissemination. Throughout the decade of the 1990s, report after report, both government and industry, have recommended improved weather education for pilots, dispatchers, and controllers. Unfortunately, very little has filtered down to the operational level.

Of all general aviation accidents over one-quarter involved the weather. Of these almost one-third resulted in fatalities. Part of the problem lies with the fact that weather training provides little in the way of practical application. Why? Most aviation weather training does not relate "theory" to the "real world." Pilots are simply required to memorize a series of unrelated, often oversimplified facts to pass written and practical tests.

So, what's the solution? To begin, an understanding of basic atmospheric properties explain virtually all weather phenomena and most aviation weather hazards. There are three factors in the weather equation: moisture, vertical motion, and stability. With a basic understanding of these elements we can begin to apply the "theory" to a pilot's flight environment.

The following modules have been developed:

- **Weather Theory for Pilots**
- **Introduction**
- **Moisture**
- **Vertical Motion**
- **Stability**
- **Low Ceilings and Visibilities**
- **Aircraft Performance**
- **Fronts**
- **The Area Forecast**
- **Modules in development:**
- **Non-convective Low-level Wind Shear**
- **Satellite Interpretation for Pilots**
- **Weather Radar Interpretation for Pilots**

"No, Your Other Left"

by Rob Goldman

Maybe it's me, but during the first few hundred hours of flying, determining the heading to fly in order to be on a 45º intercept for the downwind leg sort of scrambled my brain. The math was easy; the math while flying an airplane was sometimes challenging. As an instructor, I have seen other pilots struggle with this math as well.

I was driving out to Ahart recently and idly thinking about it and the solution struck me like walking into the high-wing of a Cessna 172. As an example, imaging landing at Tracy on runway 30 (on the 300º magnetic heading); downwind would be 120º and the 45º approach would be a 075º heading.

Here are two ways to remember—or figure out—the heading:

LEFT traffic – remember LESS

Let's start at the beginning. You can use the heading indicator to figure the downwind leg: runway 30 on one side and directly opposite, 12, which stands for magnetic 120. I'm sorry to say, if you can't do that part...y'know, radio-controlled planes are pretty cool...they make jets and helicopters now, too.

Ok, you've got the downwind leg. If it is a standard pattern, by which we mean you turn left to the base leg and left to the final approach course, the 45º approach is LESS 45º from downwind (120 – 45 = 75). Or, if you don't like the letter L, think STANDARD pattern...subtract (120 – 45 = 75).

Once I got my arms around this everything else fell into place...I could do my taxes, I can balance my checkbook and I have a simple plan to balance the budget.

But, you say, what about non-standard patterns, otherwise known as right-hand patterns?
I've struggled with this and come up with an easy to remember acronym: DTOOWYND, which obviously means: Do-The-Opposite-Of-What-You-Normally-Do.

No, the answer is if it is a right-hand pattern, you add. (Byron, runway 30, downwind 120 = entry leg of 165.) Which brings me to a dirty secret: IHA (I Hate Acronyms).

GUMPS was drilled in to me during my private pilot training...in a 152. Made *perfect* sense: Gas on fullest tank, Undercarriage down, Mixture rich, Prop full forward and Seat belts secure. Four minor problems with that. One, people can barely find the gas switch in a 152, hidden in the carpet and we never move it, let alone accidentally move it and there is only one tank. Two, the undercarriage is either down or it fell off and I probably would have noticed if it fell off. Sure, the prop is forward—*of where I am*—and our seat belts are on and they haven't changed since before we started to taxi. My earlier training in a glider made me a firm believer in seat belts and shoulder harnesses. Gliders thrive in convective currents and from takeoff through 1000' AGL on a hot summer day it can be turbulent; if you are not firmly attached to the glider you will smack your head on the canopy. While you're getting bounced around like whatever that thing is inside of a spray paint can, you can't exert force on the stick or rudder and basically, no one is flying.

I was told that GUMPS would prepare me for flights in larger, more complex aircraft and sure enough, 200 or so hours and three years later, I was flying them. I have flown those aircraft hundreds of hours since and rather than rely on an acronym from the WWII; I use the checklist that comes with each plane. Religiously.

So, I'm hoping my Left means Less© memory aide catches on (riches, royalties, fame) and that pilots are using it years from now. More than likely, I've either stumbled upon something figured out by really smart pilots long ago or I was the only one having trouble with it all along.

Tardy Returns

We have had several pilots returning from long trips well after their scheduled return time. While there are situations that cannot prevent being late, please be aware that other pilots are often times waiting for the plane and are being inconvenienced by your lateness. If you cannot help being late, please call as soon as possible to let us know. Thank you!