

JETSTREAMS

AHART AVIATION SERVICES

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As some of you may have noticed, I was on vacation for much of the month of August. I traveled around the East Coast to New York, Virginia and Florida. Being on the east coast for a few weeks really helped me to appreciate living in the Bay Area, despite the extremely long winter this year! The weather over there is hot and muggy plus cloudy. So not only is it too warm even for me, it is overcast almost all of the time making flying VFR a real challenge. I was lucky enough to miss Katrina as she roared through Florida. We have been really fortunate with the weather here in our area all summer and I for one am going to continue taking advantage of it!

It looks like we are going to have a pretty full Fall Private Pilot Ground School, anyone still interested should let us know as soon as possible. The class is scheduled to begin on Tuesday September 6th details can be found on our homepage or at the front desk.

*Happy and safe flying,
~Lysa Wollard*

August Achievements

Gus Mendiola
Solo
Steve McEachern

Chad Schwartz
Solo
Neal Beuerman

Sherman Perry
Solo
Bill Komanetsky

Michelle Shaman
Solo
Sean Wilson

Stephen Daleo
Solo
Keith Breton

Mark Stoneberger
Solo
James Hubbard

Chuck Cobery
Private
Lysa Wollard

Cameron Newton
Private
Lysa Wollard

Ryan Williams
Private
Spencer Thomas

Stefan Oechsner
Private
David Gregory

Briano Santos
Private
David Gredory

Juan Guzman
Private
James Hubbard

Phil Marshal
Private
James Hubbard

Greg Hugel
Private
Neal Beuerman

Beth Duff
CHIEF FLIGHT INSTRUCTOR
Part 141

CFI OF THE MONTH
James Hubbard

BFR Ground School

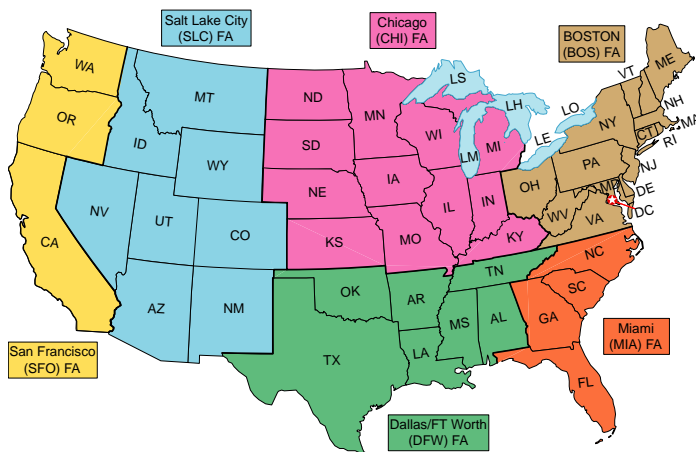
Ahart Aviation will be hosting our Fall Biennial Flight Review class on Saturday October 8th from 9 AM to 12 Noon. Terry Lankford has graciously agreed to teach the class and will be covering weather, cross country planning, airspace and many other topics. The cost of the class is \$45 and will qualify for the ground portion of the BFR so long as the flight portion is done within 45 days of the class.

Please register via the front desk or schedulepointe. See you there!

The Area Forecasts

By Terry Lankford

The Area Forecast predicts conditions over an area the size of several states. Its primary purpose is to provide a forecast for the en-route phase of flight and for conditions at airports not served by a Terminal Aerodrome Forecast.



The Area Forecast is not now, nor has it ever been, intended to cover every phenomena. Since widely varying conditions over relatively large areas must be included, small scale events are often described using conditional terms.

OCCASIONAL	More than 50% of an area; for less than half of the period.
SCATTERED	25% to 50% of the area.
WIDELY SCATTERED	Less than 25% of an area.
ISOLATED	Single cells or localized conditions.

The Area Forecast begins with a heading describing coverage and valid times. The synopsis is valid for 18 hours and the VFR clouds and weather section for 12 hours—with an outlook for an additional six hours.

The disclaimer paragraph refers users to AIRMET SIERRA for IFR conditions and mountain obscuration. Since 1991 the Area Forecast is not a *standalone* product. The FA only provides VFR clouds and weather. To eliminate redundancy and serve as a "we told you so" every FA states: "Thunderstorms imply possible severe or greater turbulence, severe icing, low-level wind shear, and IFR conditions. The body of the FA will not specific address these, or there, thunderstorm hazards. All heights are above mean sea level (MSL), unless noted as above ground level (AGL) or ceiling (CIG). This distinction can be significant, especially in mountainous areas.

The VFR clouds and weather section includes:

- Sky condition;**
- Non IFR cloud heights;**
- Visibility;**
- Weather and obstructions to visibility;**
- Surface winds;**
- Outlook**

Sky condition contains cloud height, amount, and tops. Heights are normally MSL, with AGL and CIG generally limited to layers within 4000 ft of the surface. Cloud tops are always referenced to MSL.

Surface visibility appears when expected to be between three to six miles. The absence of a visibility forecast only implies general visibilities greater than six miles. What about visibilities less than 3 miles? We have to consult AIRMET SIERRA.

Weather (precipitation, fog, haze, blowing dust, etc.) is included when visibilities are three to six miles.

Widespread surface winds that are expected to be operationally significant appear in the forecast. At this time there is not specific threshold value; but sustained surface wind greater than 30 knots should appear, although some forecasters may include lower values.

A six hour categorical outlook (OTLK) appears at the end of each 12 hour VFR CLDS/WX statement. The OTLK consists of: IFR (Instrument Flight Rules), MVFR (Marginal Visual Flight Rules), and VFR (Visual Flight Rules). These categories do not necessarily correspond to 14 CFR Part 91 definitions. When sustained surface winds are expected to be more than about 30 knots "WND" appears. The outlook is based on synoptic scale events and might not include local conditions.

Both the Area Forecast and AIRMET Bulletin must be carefully reviewed to determine expected sky condition and visibility.

Fuel Costs on the Rise

With the price of fuel climbing we are looking at ways to compensate for the increase in operating costs on our aircraft. Since our rate increase in June the price per gallon of AVGAS has increased by \$.30 per gallon. If the prices continue to increase we will have to apply a fuel surcharge to the aircraft rental rate. We are looking into ways to keep the costs down and therefore keep the rental rates as low as possible.

Thank you for your understanding and continued patronage.

The Flying Gourmet

by Jim Jellison

Not that you need a reason to go flying, but as a recreational flyer I believe it's fun to explore new places and enjoy a meal as well. My goal has been to share with you some of my local experiences which can be enjoyed without taking out a bank loan for either the flight time or the meal. Due to the expense involved I know of many of us are faced with the decision of flying or eating but not both, so my aerial adventures are always limited by my monetary resources. So let me tell you about a place that is interesting, not too far away, and has inexpensive food.

The University airport at Davis, CA is a little unusual from most of the airports today in that there is absolutely no security, no fences or gates on the three turn offs from the main road into the airport. The airport property is surrounded by agriculture and animal research stations operated by the University of California at Davis. As I waited by the road side for "Friendly Cab" to take me to town, I heard a lot of poultry noise, and then I noticed the sign across the street that identified the structures as the U.C. Avian Research Facility. From the sounds that I heard "avian" must be the fancy word for chicken. I was amused by the thought of the avian center being next to the aviator center (the airport).

After a twenty minute wait, they sent the cab driver to the wrong airport, the cab arrives and the scene that awaited me was worth my time. My driver, Mike, was wearing Elvis sun glasses (they were sun glasses with sideburns attached to the ear pieces). In addition, a la the "King", he was also wearing a very large gold chain it seems both of these items had been left in the cab by a previous patron! I asked Mike about a good place to eat, half expecting that it would be a place that specialized in deep fried peanut butter sandwiches, but he suggested the Café Italia. It wasn't far to town but certainly farther than I was willing to walk and minutes later we arrived in front of the restaurant. As I exited the cab the place had a familiar air about it and when I read the menu I knew why. The owners family has also operated the Italian Cottage in Chico since 1965. My wife and I had lunch at the Cottage last Spring. The only differences between the two are that the Chico establishment has saw dust on the floor and the waitresses are dressed in Italian costumes.

The Café Italia has been in Davis since 1982 and serves breakfast, lunch, and dinner seven days a week. It has been voted the best breakfast in Yolo County for the last 10 years and the best Italian restaurant in Davis. So, if you enjoy good food, reasonably priced with an Italian atmosphere, (hanging strings of garlic and olive oil cans), may I recommend Café Italia, where the locals eat! You can enjoy a very nice meal of lasagna with Italian sausage and cheese for \$9.95.

University airport is located approximately 50 nautical miles from LVK on a heading of 345 degrees. Friendly Cab operates 24/7 and can be reached at (530) 750-1111. Tell Mike that I sent you.

Cirrus Open House at Ahart Aviation

Yan Lukito is the new Northern California Regional Sales Manager for Cirrus and has asked to hold an open house for the Cirrus here at Ahart Aviation. The open house will be held on Saturday, September 24th from 10:00 AM until 3:00 PM. There will be two of SR22s on static display. These aircraft are fun to fly and have the most advanced avionics packages available in general aviation. I would strongly recommend to anyone who has never seen one up close to stop by and checkout the airplane!

Anyone interested in demo flights should call Yan directly at 925-683-9459 for an appointment.

Attempted Stow Away

A couple of weeks ago, one of our customers came in to rent a Cessna 172 to take his son on a flight to the Lodi airport for a day of skydiving. Once they completed their jumps they returned to the aircraft to preflight and head back to Livermore. While preflighting the aircraft a young man approached them asking questions about operations at the airport. During run-up, the same man who had talked with them on the ramp forced the baggage compartment door open and climbed in. The customer confronted him and the stowaway demanded that they fly him down south. Fearing that the man had a weapon, the customer informed him that he would fly him to Livermore but not while he was in the baggage compartment as the aircraft would be out of CG and unable to fly safely. He told the man that the aircraft may not be able to take off with him back there or worse it may crash on takeoff. The man eventually agreed to move to the back seat. He climbed over the seat then changed his mind and got out of the aircraft. The customer taxied away quickly. The man made an attempt to climb back in while the plane was in motion. Fortunately the customer and his son were able to safely depart the airport and contact the appropriate authorities.

As a flight school, all of our staff are trained on how to handle a situation such as the one above. If someone is hanging around the airport without an airplane to be in or any other reason for being there, pilots should ask them who they are meeting and what business they have for being there, if anything seems suspicious notify local authorities immediately. As for finding someone in the baggage compartment of your aircraft, it is hard to say what to do. Obviously avoiding takeoff through any safe means is important. If at a controlled field let the ATC know what is going on right away. Always keep the aircraft locked up when you are away from it and in preflighting be sure to check the baggage compartment prior to each flight.

Hopefully nothing like this ever happens again, the customer handled it as well as can be expected and the proper authorities were notified.