

# JETSTREAMS

## AHART AVIATION SERVICES

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April 2006

*Well it is official, this is the wettest March in over 100 years! Fortunately many of the rainy days were preceded or succeeded by high ceilings and VFR conditions. As always, know your personal limitations as well as Ahart's limitations and make safe choices. Hopefully after the next couple of systems move through we will see some more Spring like weather patterns.*

*I would like to congratulate both Sean Wilson and Neal Beuerman. Both flight instructors have taken the next step toward their career goals. Neal has been offered a ground school spot with AmeriFlight in Oakland, CA and Sean is flying a Hawker for Sierra West out of Modesto, CA.*

*The new website is up and running, thanks to Bill Komanetsky for creating and maintaining the site!*

*Safe Flying!*

*~Lysa Wollard*

## March Achievements

David Hertzog  
Solo  
Steve McEachern

Jim Goetz  
Solo  
James Hubbard

Gus Mediola  
Instrument  
Neal Beuerman

Derek Sellers  
Commercial SEL  
Adam Jessup

Ernie Templeton  
Commercial Multi Add-on/Instrument  
Tim MacHugh

**CFI OF THE MONTH**  
**ADAM JESSUP**

## Ahart Aviation News

*Ahart will be hosting the following activities during the month of April:*

### **April 4th**

Private Pilot Ground School—Tuesdays and Thursdays from 6:30 to 9:30 PM for eight weeks, cost is \$300 plus books and materials.

Please call the front desk to register.

### **April 28th**

Wayne Hanley's Very Unusual Attitudes—7:00 PM Cost is \$25 for the ground school or \$250 for the ground school plus 1/2 flight in his Pitts Extra.

### **TBA**

Instrument Ground School, will be held on Mondays and Wednesdays from 6:30 to 9:30 PM for 10 weeks, cost will be \$300 plus books and materials.

Please email us at ahart@ahart.com or call the front desk to get on the waiting list.

### **April 29th**

Ahart will be switching to summer hours, we will be open Mondays through Sundays from 7:30 AM to 7:00 PM.

## Winter Weather Patterns Part II

By Terry Lankford

Winter weather changes to Summer patterns during May and June. Occasionally, weather from one seasonal pattern overlaps into the other. This is especially true during the transition months.

Contradicting a widely held misconception, high pressure during the winter season can result in adverse weather. Some of the lowest ceilings and visibility develop in the inland valleys, and some of the most severe turbulence over the mountains.

Between winter storms strong high pressure develops over the area, especially the Great Basin. High pressure often results in the formation of fog in the valleys and Santa Ana winds in southern California, and strong off-shore winds in central California.

Fog in the winter affects not only the VFR pilot, but the IFR pilot as well, as near zero-zero conditions of ceiling and visibility are common. As high pressure aloft moves over the area, cold air becomes trapped in the interior valleys. Surface winds become light and skies clear following the front, nighttime radiation cooling becomes great over many of the inland valleys. Moisture is supplied from the surface, still damp from the storm. Because of turbulent mixing the most widespread and dense fog develops the second day after frontal passage. It may take days, or even weeks, before sufficient warming occurs to dissipate the fog. Often, another frontal system has to move into the area to destroy the temperature inversion and end the fog and low stratus condition. The Sacramento and San Joaquin Valleys are typical areas for this phenomenon.

In the Central Valley the low fog is known as "Tule Fog" with tops usually less than 3,000 feet. ("Tule" [tôû'lê] is a Spanish word for *bullrushes*, a marsh plant that grows during this season.) The central Valley of California has ceiling and visibilities near zero, while the coast is clear.

Turbulence frequently occurs during the winter season. In addition to that normally associated with fronts, the general westerly flow of air meets the north-south oriented mountain ranges. Mountain waves are fairly frequent over the Sierra Nevada, and less frequently the coastal mountains, with some of the most severe occurrences in California's Owens Valley. Mountain wave clouds can often be identified on satellite imagery. However, with a lack of sufficient moisture, mountain waves can exist in cloudless skies.

Some of the most significant turbulence occurs with easterly winds produced by strong surface high pressure systems. Foehn-type descending winds flow across ridges, down through passes and canyons to the Pacific Ocean. The layer of easterly winds may be quite shallow with westerly winds above. The resulting shear, together with venturi effects through the mountains, produces severe turbulence and strong up and downdrafts. Winds in the passes and along leeward foothills may be three to four times the speed of winds from nearby reporting stations. The Oakland foothills, and southern California are noted for this condition.

Winter can be one of the best flying seasons, with its cool temperatures and usually excellent flying weather between storms. But, like mountain flying in the summer, winter flying presents its own unique hazards.

## The Flying Gourmet

By Jim Jellison

When I first started flying I thought if I could find an airfield that had a restroom and a soda machine I was doing all right. As my air adventures progressed I wanted a bit more out of an airport and when I could find a grill within walking distance that allowed me to purchase the infamous \$100 hamburger then I was really living the good life. But, with only a few exceptions, most small fields don't really offer much in the way of culinary excitement. In aviation the less limited your wallet the more opportunities become available. If I could afford (and was qualified to rent) a business jet, I know some great places in Denver, Seattle, or Los Angeles I could recommend for dinner. What a romantic dinner date a trip like that would make! But, getting back to reality, at least my reality, there is a destination that offers both 4 star accommodations and gourmet delights and is in easy reach of a Cessna 172. This special place is the Harris Ranch airport. If you are from California you may remember stopping there on the way to or from LA on I-5. As I was never much for driving my first introduction to the Ranch was via airplane.

I normally make this trip in the evening for dinner but I have stopped a time or two for lunch as well. The distance from Livermore is approximately 121 nautical miles which is very doable for a week night dinner. Navigation is easy, all you have to do is follow Interstate 5 south until you reach the cattle feed lot then begin your descent. You can't miss the feed lot, there are thousands of cattle, and even at altitude you can smell the stench! The comforting thing about this particular flight is that you will be flying along the edge of the San Joaquin Valley which is very flat and dotted with numerous air fields most within glide distance, in case of an emergency. This makes for a very comfortable night flight. The field is 2800 feet long and only 30 feet wide, but my experience has been that the wind usually is blowing straight down the runway. The recommended traffic pattern is right traffic for runway 14 but I have found that in the evening the winds often favor runway 32. Landing on 32 will put you right at transient parking when you roll out to the end and from there it is just a short walk to the famous restaurant.

Beef is what you want to order. If you are looking for something vegetarian this is not the place for you! I just can't say enough good things about their pot roast (next to my wife's, it is the best I have ever tasted) though you can't go wrong with a steak of any kind. The Harris Ranch Inn is just on the other side of the restaurant and the accommodations are quite luxurious. One of these days I'm going to spend the night which will allow me to enjoy a good bottle of wine with that delicious pot roast, then fly back the next day.

The taxiway is closed and has been for as long as I can remember, so do your run-up near transient parking so you can take off after back taxiing to the 32 end. It always seems to be a little bumpy climbing out to cruise altitude but then things smooth out for the ride home. Make sure you have some coffee after that big meal so you will be wide awake for the flight home. Bon appetit!