

# JETSTREAMS

## AHART AVIATION SERVICES

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*Every couple of years we seem to be inundated with engine overhauls. This is one of those years. In April and May we have put two new factory overhauled engines on the Seminole and N738ZL and N2423E are both in the shop getting their overhauled engines. While I apologize for the inconvenience this may have caused to customers training in any of these planes, I am excited to have them return to the line in their new and improved condition! We have also had the upholstery in the Arrow redone on all four seats. The interior now looks as good as the exterior. N2909Q is next in line for interior and an avionics upgrade!*

*I was going to try not to mention the weather in this month's edition of Jet Streams as it can certainly speak for itself, but I just returned from a flight to Half Moon Bay and I have to say that it is absolutely beautiful out there!*

*Safe Flying!*

*~Lysa Wollard*

## April Achievements

Nima Baiati  
Solo  
Adam Jessup

Erik Nunn  
Solo  
James Hubbard

Michael Whitby  
Solo  
Bill Komanetsky

Laura Whitby  
Solo  
James Hubbard

Peter Linde  
Solo  
Bill Komanetsky

Brad Myers  
Solo  
James Hubbard

Everette Moss  
Private  
Dave Gregory

Greg Hugel  
Instrument  
Adam Jessup

Dave Sawczyn  
Commercial SEL addon  
James Hubbard

**CFI OF THE MONTH**  
**DAVE GREGGORY**

## Instrument Ground School

Due to popular demand we are offering our Summer Instrument ground school early this year. The course will begin on Monday June 5th and continue every Monday and Wednesday evening from 6:30 PM to 9:30 PM for 10 weeks. Bill Komanetsky is returning as the instructor and will thoroughly prepare students for the oral and written exams as well as discussing real life instrument flying situations.

The cost of the class is \$300 plus books and remember, once you pay for the course you may take it as many times in the future as you would like.

Please call the front desk to register or use the schedule-pointe program to sign up.

## Controllers are People Too

By Terry Lankford

Just as pilots are required to follow regulations, controllers must comply with their handbook: FAA Order 7110.65 *Air Traffic Control*. Most pilots have little, if any, knowledge of the controller's requirements and responsibilities. And, unfortunately, there are some controllers that don't fully understand the responsibility and authority of the pilot. But, let's concede that for the vast majority of the time pilot-controller relations are excellent. But, like all human endeavors this relationship is occasionally strained.

With this said, there is no "free lunch." Controllers can, and do, file incident reports on errant pilots. This usually only occurs with flagrant violations resulting in the loose of aircraft separation. Consequences can run from counseling to certificate action. Controllers are held accountable for their actions as well.

Controllers are people too; although, at times, some try to keep it a secret. It's often said that controllers work for us—the pilot. That's true; but almost always we—the pilot—*want* something from the controller, not the other way around. This gives the controller a great deal of power. So, how do we deal with controllers? Especially the individual who isn't having the best of days.

We can "smooth the road." For example, don't get in over your head. A controller working half a dozen aircraft may not have time to lead a novice by the hand. If you're not used to flying in congested airspace avoid it, or better yet get the training needed to negotiate busy Class B, Class C, and even Class D airspace. Do you have appropriate and current charts—Sectionals for Class C and D airspace, TACs for Class B, and airport diagrams? If not, you have no business being there.

Controllers are people too. This means they can make mistakes—and occasionally behave improperly, just like us mortals. So, how do we handle such situations? First, we keep our cool. Never get into a verbal confrontation with a controller, unless *safety* is directly affected. Verbal confrontations on the radio serve no purpose. But, they do distract everyone and compromise safety!

Typically, irritated controllers will sentence the pilot to the "penalty box." This may be putting us at the back of the line for takeoff, breaking us out of the pattern for landing, denying entry to Class C or D airspace, or even instructing us to return to the parking area and "call them on the phone."

On those occasions when the controller is being a real...well let's say "less than professional" any verbal confrontation is almost always a "lose" situation for the pilot. However, most often cooler heads prevail. It's been my experience that when the controller commits an indiscretion they rarely admit it, but they sure are nice to you afterwards.

Do we have recourse if we think we've been wronged? Absolutely! ATC records all radio communications, which are saved for 15 days. You can call the facility—the telephone works both ways—or if you want a written response send a letter. Be sure it arrives within 15 days and include the date, time, and ATC position (local control, ground control, etc.) of the incident along with the aircraft identification.

I've been dealing with these situation for over 30 years from both sides of the microphone. Almost always they result from a, usually simple misunderstanding between the pilot and controller. So, let's try to "cut each other a little slack." However, if you have a question or concern about a controller's action, call the facility. Like most things in life, education works both ways.

## The Flying Gourmet

By Jim Jellison

Remember the famous line from the movie *Forest Gump*, "Life is like a box of chocolates, you never know what you are going to get". Well aviation is a lot like that! Of course you can take the "surprise" out of it with a little careful planning. Recently, when there was a break in the weather, I took advantage of it to fly off to have dinner. About twenty miles out from my destination I tuned in the AWOS frequency only to hear that my destination airport would be closed today and tomorrow. This certainly took me by surprise since I hadn't gotten the latest NOTAMs before takeoff. But, in the next breath, the broadcast continued to say between the hours of 8 AM and 3 PM so I was saved.

It took about 40 minutes for the cab to show up and take me the 5 miles or so to the Thunder Valley Casino so I could give Shanghai Fat's Chinese Restaurant a try. I have been to Thunder Valley Casino before and took the family to Austin's Steak House. It was a wonderful but expensive experience. As I have reported before Thunder Valley is a classy Las Vegas style place where the Auburn Indian Community really have a winner. Shanghai Fat's has a large fireplace in the main dining room with a large, ornate, black iron dragon over it. The entire restaurant is tastefully decorated in an oriental style with beautiful art work, large marble Peking horses, and two story ceilings with bamboo. Chinese red and black are used liberally throughout. The only unfortunate thing is that casino music is piped in which ruins the oriental charm. I ordered the beef with asparagus along with an order of Fat's chicken chow mein and it was great! I ate way more than I should have but it was so good that I just couldn't stop. So, I highly recommend this restaurant as it is a great smoke free respite from the casino with quality Chinese/ American food and great service.

The cab was a lot quicker in coming back for me for my ride to the airport. Once there, a quick pre-flight and I was set to go when I noticed a lot of flashing lights out in middle of the field. It seems that while I was enjoying my dinner someone had crash landed in the middle of the runway, the only runway. I called on the common frequency to find out just how long the field was going to be closed and the answer was indefinitely! I called my wife, who called my daughter, who sent her husband on the 45 minute drive to pick me up. Of course, about forty minutes after making that call the field was clear and reopened. So, I called my wife, who called my daughter, who called her husband and told him to turn around. I think I owe my son-in-law a case of beer, don't you?