

JETSTREAMS

AHART AVIATION SERVICES

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Last year around this time I was writing about the terrible March weather, with rain falling 27 of the 31 days of the month. This year has been quite the opposite, with a mild winter and beautiful start to spring we are enjoying perfect flying weather. I was up yesterday early in the morning and was able to enjoy the quiet, clear, calm skies. However my afternoon flight while still calm and clear, was not so quiet. Prior to my student starting the engine, I noticed that there were 6 aircraft in the run-up area! Due to the heavy traffic we decided to train at 5,500 feet and have NorCal approach act as another set of eyes for us. I would recommend that anyone flying on the weekends be sure to ask for flight following and be extra careful to look out for other flyers enjoying the beautiful weather.

Happy and safe flying,

~Lysa Wollard

March Achievements

Les Lopez

Solo

Brian Dreger

Li-Cheng "Bear" Hsiung

Solo

Steve McEachern

Venkatesh Nathan

Private

Bill Komanetsky

Bob Duyn

Private

Jerry Nemier

Panna Rajkumar

Instrument

Brian Dreger

Pascal Villevielle

Commercial Single Engine

Tim MacHugh

Casey Topalian

Commercial Single Engine

James Hubbard

Cheong

Commercial Multi-Engine

Derek Sellers

Neal Beuereman

Multi Engine Instructor

Bill Komanetsky

Neal Beuereman

ATP—MEL

Dave Gregory

ATP—SEL

Dave Gregory

ATP—MEL

FLIGHT INSTRUCTOR OF THE MONTH:

Nick Beesley

The Twin Star is here!

Ahart is very excited to announce the arrival of a 2007 Diamond Twin Star (DA42) to our fleet. This brand new airplane will be available for rental and training once our Multiengine instructors complete the checkout. Each instructor will complete an 8 hour ground and 5 hours of flight training prior to instructing in the plane. All renters must also complete a ground school and have 5 hours make and model prior to solo flight. More information on a ground school date will follow soon.

Private Pilot Ground School

Ahart will be offering it's Spring Private Pilot Ground School beginning Monday, April 23rd. The course will be held every Monday and Wednesday from 6:30 PM to 9:30 PM for 11 weeks and will thoroughly cover the Jeppesen Private Pilot Manual and the written study guide. The cost of the course is \$300 and once you register and pay for the course you can take it as many times in the future as you would like at no extra charge.

To register, please call the front desk or sign up through schedulepointe.com.

Flying Gourmet

by Jim Jellison

One day last month I had decided to take vacation in the middle of the week in order to miss the normal weekend crowds. The weather seemed docile as I started out on my 159 nautical mile odyssey to San Luis Obispo. It had been years since I had been there and then only by car, so this was really an adventure for me with new scenery and challenges. The flight was smooth and I had no reason to believe it would be otherwise all the way to my destination. However, that was only until I picked up the ATIS from San Luis that cautioned that there was moderate turbulence below 4,500 feet over the city, north of the field. Of course, as fate would have it, I was approaching from the north and would have to descend below 4,500 feet if I was going to enter the pattern and land.

Well, they weren't lying as I began my descent from 5,500 feet holding a particular course and steady rate of descent went out the window (the negative g's were creating space between me and the seat with the safety belt very snug). Thank God that by the time I reached pattern altitude everything smoothed out and my landing was normal - well normal for me!

The Spirit of San Luis restaurant is certainly one of the better "airport establishments" that I have had the privilege to visit. It is perched upon a hill over looking transient parking and runway 29. Lunch and breakfast menus offer a generous selection to choose from. I had the B-52 BLT and the red cabbage salad which with hindsight maybe wasn't the best of ideas considering the ride ahead. The food was great, service impeccable, surroundings spacious with lots of sun light. This place does a booming business since the airport is serviced by FedEx, United Express, American Eagle and America West Express turboprops.

The flight in and out of San Luis Obispo offers some spectacular scenery - beautiful coast line and you can't miss the giant rock at Morro Bay. I personally would not recommend flying into San Luis at night because you would miss the scenery but more importantly there are several large rocky peaks to the North of the field that you have to weave through on descent to pattern altitude.

On the way out the ATIS was still cautioning of moderate turbulence so I sucked up all my courage and departed on runway 29, but instead of turning out to the right to head over the mountains I decided to continue straight ahead, climbing out over the ocean then turn once I had more than enough altitude. Much to my surprise it worked, hardly a bump and once over the coastal range it was smooth sailing all the way home.

I didn't travel into town, 3 miles to the north, on this trip. But, if you do tour the area there are an abundance of wineries and of course Mission San Luis Obispo (one of the original 24).

Thunderstorm Avoidance

by Terry Lankford

Last month we talked about thunderstorm avoidance. Now, that Spring—the most active thunderstorm season—is here, it's even more imperative we actively maintain awareness of, and avoid convective (thunderstorm) activity. Ironically, the latest change to the *Aeronautical Information Manual* updates paragraph 7-1-15. **ATC Inflight Weather Avoidance Assistance.** Here are some of the highlights.



Remembering the limitations of all radars, ATC systems can often determine the intensity of precipitation. However, they cannot ascertain character (i.e. snow, rain, hail, VIRGA, etc.), so controllers will refer to areas only as "precipitation." Facilities with the ability to determine intensity, will describe precipitation using the table below.

Intensity	dBZ	Association
"LIGHT"	< 30	LGT-MOD TURBC PSBL L
"MODERATE"	30 to 40	LGT-MOD TURBC PSBL L
"HEAVY"	> 40 to 50	SEV TRUBC AND LTNG
"EXTREME"	> 50	SEV TURBC, LTNG, WIND

Those facilities with equipment that cannot display intensity levels will state "INTENSITY UNKNOWN."

Notwithstanding the table, pilots must understand that penetrating an area of "MODERATE" intensity implies a small probability of severe turbulence and damaging hail. What this means is that some pilots can fly their entire carrier and never encounter moderate or severe turbulence, or damaging hail penetrating an area of moderate intensity. One the other hand, you may experience severe turbulence and damaging hail on your first encounter! Like so many thing in aviation—especially aviation weather—there are few, if any, absolutes or guarantees. Is it worth the risk?

It's folly to blunder into an area of convective activity and expect ATC to "hold your hand," especially in congested, crowded terminal airspace. Certainly, if you find yourself in, or surrounded by, "cumulonasties" notify ATC and get their assistance. Don't deviate without a proper ATC clearance. If it's an emergency, *clearly state this fact* and advise ATC of your intentions!

Just because you're on an IFR flight plan doesn't mean you have to fly through the clouds. If you haven't got the equipment or training remain in the clear and request deviations as necessary. Always have an out. And, if ATC can't let you visually remain clear of convective activity, exercise that OUT!