

JETSTREAMS

AHART AVIATION SERVICES

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Both Bill and I would like to say thank you to everyone who attended this year's Ahart Aviation Customer Appreciation Day BBQ. Thanks for making this year such a success! This event is always a lot of fun and provides an opportunity for students and customers to meet other aviation enthusiasts. James and Casey grill a mean bbq and Beth's Cirrus display is a big hit. For those of you who did not make it out this year we hope to see you next year!

This past month we have added two new aircraft to our fleet, a beautiful Piper Arrow with new interior and avionics as well as a brand new factory overhauled engine and an equally as well maintained Piper Seneca with the Garmin 430 and low time engines. Please take care of these aircraft and treat them with the respect they deserve as you enjoy flying them.

Happy and safe flying,

~Lysa Wollard

July Achievements

Daniel Dutoit
Solo
Bill Komanetsky

Hellete Uys
Solo
Bill Komanetsky

Marlon Talabucan
Solo
Nick Beesley

Kayci Thomas
Solo
Spencer Thomas

Chad Fischer
Solo
Spencer Thomas

Shaq Chang
Private
Lysa Wollard

Peaush Sehgal
Private
Lysa Wollard

Brijesh Kumar
Private
Lysa Wollard

Rohan Sinha
Private
Lysa Wollard

Siddhanth Luthra
Private
Tim MacHugh

Rick Rineman
Private
Dave Gregory

Venky Nathan
Comm SEL addon
Nick Beesley

Siddharth Bhatia
Comm SEL addon
Bill Komanetsky

Ben Montes
Comm-SEL addon
Tim MacHugh

HJ Na
Comm-MEL
Tim MacHugh

Oh Gyun Kwon
Comm-MEL
James Hubbard

Chris Chamberlain
Comm MEL
Bill Komanetsky

Scott Siemiller
CFI
Bill Komanetsky

**FLIGHT INSTRUCTOR OF THE
MONTH:
Tim MacHugh**

Flying Gourmet

by Jim Jellison

Who would have thought that it would be possible to visit Tuscany after only a 40-minute flight from Livermore? Well, this is exactly what my wife and I experienced on a Sunday evening a few weeks ago.

We flew to Jackson/Westover (O70) and took a short cab ride to Villa **Buscaglia**. I have written about Buscaglia's before but what has changed significantly since the last article is the opening of the "Villa" last January. The cab dropped us off in the courtyard and a sign directed us around the corner to the left and up the street to the front door. As you walk along the street, the walls are lined with flowers and you are, for all intents and purposes, in Italy! The only thing missing are the Vespa's and the pickpockets.

The patio area, near the entrance, was filled with tables for dining al fresco, complete with umbrellas for protection from the sun. Once inside you are warmly welcomed and taken to your table in the richly appointed dining room. The outside architecture has been continued inside with wood and stone used liberally. The tablecloths are black, table candle lit, all setting the stage for a romantic evening.

Dinner selection is what you would expect from a truly "Italian" restaurant, featuring fettuccine alfredo, cannelloni, lasagna, scampi, stuffed sole, osso bucco, veal, and pork medallions. My wife ordered the cannelloni and I the pork medallions. Both were terrific but hers was better than mine. I half expected Artie Bucco, restaurateur from the "Sopranos" to come out of the kitchen and ask us how dinner was. However, I was a little disappointed that veal parmesan wasn't offered nor a cannoli for dessert.

What's great about the Gold Country is the price! My wife and I had the house salad, with candied walnuts and gorgonzola cheese, entrées, as stated above, shared a dessert of cheese cake with raspberry's and she even had a glass of wine, for a total of \$60.00. Try that in the Bay Area!

After dinner we toured the grounds of this establishment, which includes a separate room/wine cellar for private parties, more fountains and another patio above the wine cellar with a giant out-door fire place.

Westover (Oscar 70) is 69 nautical miles from LVK. Just give Delta Sierra Taxi a call at (209) 223-4333 and tell them Buscaglia's, they know where it is. The Villa is open for dinner from Wednesday through Sunday 5PM until closing, check out their web site

<http://www.villabuscaglia.net/>.

The cab ride is about \$9.00 each way.

R-I-P TWEB Route Forecasts & Graphical AIRMET

by Terry Lankford

September 30, 2007 will signal the end of an era in aviation forecast products. The Federal Aviation Administration (FAA) has determined that TWEB (Transcribe Weather Broadcast) Route Forecasts are no longer necessary, and the National Weather Service (NWS), except in Alaska, will discontinue the product.

TWEB route forecasts were developed in the 1960s as scripts for the FAA's Transcribed Weather Broadcasts and Pilots Automatic Telephone Weather Answering Service (PATWAS). TWEBs were broadcasts over low-frequency radio beacons (NDB) and very high frequency omnidirectional radio ranges (VOR). PATWAS was available via telephone. With the FAA's Automated Flight Service Stations in the '80s and '90s, TWEBs were often used for the synopsis and enroute forecast portion of the Telephone Information Briefing Service (TIBS). These forecasts were also used during Flight Service Station (FSS) weather briefings. For a short time during the 1980s TWEBs were available via touch-tone phone. Unfortunately, TWEBs were never available on FAA sponsored Direct User Access Terminals (DUATs) or through other commercial weather providers. With the expansion of the internet TWEBs became available on NWS web sites.

TWEBs provided more precise timing and detail than was normally available in the Area Forecast (FA). They generally contained additional specific information on visibility, surface winds, and local conditions. Because of this, many FSS briefers used TWEB forecasts almost exclusively—especially in the western states.

Graphical AIRMET (G-AIRMET)

Several year ago the Aviation Weather Center (AWC) announced the development of a "graphical" AIRMET product. The AWC (www.aviationweather.gov) has posted an experimental version for review until August 31, 2007. These graphics will only contain "Ceiling and Visibility" and "Mountain Obscuration." User are requested to review and comment on the product.

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