

# JETSTREAMS

## AHART AVIATION SERVICES

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*This month, we congratulate Neal Beuerman, Randi Coon and Kristle Jimenez on their new jobs. Neal will be heading off to Chautauqua Airlines in Indiana, Randi will be staying local as she begins a new career with Skywest Airlines and Kristle is going to work as a "Ghost Pilot" for ATC (you will have to ask Kristle what a Ghost Pilot does!). While it is always sad to see our staff move on, we wish them the best of luck in their new careers.*

*On the flip side, we have the pleasure of welcoming Eddie Netcher and Jeremy Sheldon to our family of flight instructors. Both of these CFIs come to us as experienced instructors with a lot of enthusiasm. We also have a couple of new faces at the front desk including Sarah Dahlbeck and Tyler Mason. Please join me in making them feel welcome by saying hello and introducing yourself.*

*Happy and safe flying,*

*~Lysa Wollard*

## June Achievements

Rohan Sinha

Solo

Lysa Wollard

Brijesh Kumar

Solo

Lysa Wollard

Rohit Pandey

Solo

Lysa Wollard

Emiliano Maynez

Solo

Nick Beesley

Laksh Kumar

Private

Tim MacHugh

Caba Moldvai

Private

Spencer Thomas

John Guthrie

Private

Neal Beuerman

Jason Proulx

Private

Nick Beesley

Tyan-An "Porter" Pai

Private

Steve McEachern

Michael Mund-Hoym

Instrument

Brian Dreger

Ryan Williams

Instrument

Dave Gregory

Mike Beckley

Comm-MEL

Tim MacHugh

Venky Nathan

Comm-MEL

Single Comm Addon

Nick Beesely

Siddharth Bhatia

Comm-MEL

Single Comm Addon

Bill Komanetsky

**FLIGHT INSTRUCTOR OF THE MONTH:  
 Nick Beesley**



**Ahart's Annual  
 Customer Appreciation Day BBQ  
 will be...  
 Sunday, August 5th  
 1:00 PM to 4:00 PM**

## Flying Gourmet

by Jim Jellison

Last spring, on the last leg of a flight to Mendocino, I was flying over a lush green forest when I noticed an airfield off in the distance. I filed the location away in my memory for future reference just in case "Old Reliable" would start to miss or lose oil pressure along this route. Once I was on the ground I looked it up and found out that it was Booneville located in the Anderson Valley. I had heard of Booneville, "Home of the Mendocino County Fair", but had never bothered to find out exactly where it was. So, on one of my extended weekends I decided to set off on an adventure to find out just what there was to see and do there.

Many of the places I write about do require you to call for a cab to get to town and now-a-days that is getting a little pricey. But in Booneville I timed myself and even with short legs I was able to walk from transient parking to town in 8 minutes flat! You won't have to concern yourself about remembering a security code to get back to your aircraft either. The only fence at the airport is 3 feet high and at the end of runway 31 to prevent vehicles from driving on to it.

There are plenty of places to eat and a number of trendy businesses to attract those well heeled folks up from San Francisco for the weekend. Some of the buildings go way back, like the K. Howland Gallery that is located in the Missouri House dated 1887 or even the John Rossi & Sons General Hardware building dated 1931. If you are searching for the perfect antique to add the finishing touches to your home, you just may find it in Booneville.

Now let me tell you about places to eat. I'll start with Lauren's located along Highway 128 which runs right through Boonville. It is a cute little place with red and white checkered table cloths and a menu that has a little something for everyone. Lauren serves everything from cheeseburgers to flautas and meat-loaf to pizza; you're bound to find something you'll enjoy here. If you have a sweet tooth like me you just might want to order her home made apple dumpling topped with vanilla ice cream.

My favourite place is the Mosswood Market Café and Bakery. They have homemade coffeecake, scones & cinnamon rolls, hot pressed sandwiches on La Brea Bread, lovely salads of mixed greens, soups, coffee and tea. They are located next to the Stella Cadente Olive Oil Bar. I think it would be wise not to fly an aircraft for at least eight hours after partaking from the products served at this bar even though they aren't alcoholic!

There is also the Highpockety Ox Restaurant that serves oysters fresh from Tomales Bay, weekend brunches and hot sandwiches. The Booneville General Store also serves food, as does the Booneville Hotel and last but not least the Zina-Hyde Cunningham Tasting Room. Their wine was first planted in the Anderson Valley in 1859 and their first vintage was 1862. How's that for history?

Booneville (D83) is located 109 nautical miles northwest of LVK just one hill over from the ocean.

## Thunderstorm Avoidance

by Terry Lankford

Runway incursions has again raised its ugly head. Incidents are on the rise. The following highlights pilot caused, runway incursion errors.

- Entered runway or crossed runway without clearance.
- Read back hold short instructions, then entered runway.
- Departed without clearance.
- Landed without clearance.

Departed from wrong runway.

The primary cause of these incidents was miscommunication or misunderstanding. So, how can we avoid becoming a statistic?

The answer is proper radio technique and due vigilance.

**PREPARE:** *Know* what you want to say before keying the transmitter.

**LISTEN:** Make *sure* the frequency is clear.

**COMMUNICATE:** Use *clear and concise* phraseology. *Establish contact* for unusual situations or lengthy transmissions.

**ACKNOWLEDGE:** Respond to all clearances with the *aircraft call sign*.



Listen carefully to ATC instructions. Avoid dividing your attention between other duties and communications. Don't anticipate. The human animal often hears what it expects to hear, NOT necessarily what the controller said!

Make sure you *completely* understand the controller's instructions. Never act on what you *through* was the controller's intent. If there is any, any question have the controller "say again." Read back all "runway assignments" and "hold short" instructions. Have an airport diagram available and verify your taxi route and assigned runway. If any doubt exists, request "Progressive Taxi."

Don't let the controller, or anyone else for that matter, rush you. Take your time. Recall the sage aviation axiom: "When you have time to spare, go by air."

Insure the controller's instructions "make sense." Taxi (and fly) *defensively*. NEVER enter a taxiway or runway without looking! NEVER *blindly* following the controller's instructions. Maintain *situational awareness*. Where are other aircraft in the pattern or on the airport? This is especially important with "taxi into position and hold" instructions.

If we conscientiously following these procedures, we will eliminate most, if not all, pilot (and controller) caused runway incursion incidents.