

# JETSTREAMS

## AHART AVIATION SERVICES

AHART AVIATION SRVC

186 Airway Blvd.

Livermore, Ca. 94551

TEL: 925.449.2142

FAX: 925.373.0944

ahart@ahart.com

www.ahart.com

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Congratulations go out to flight instructors, Brian Dreger and Derek Sellers. Both of whom will be leaving this Sunday for ground school with SkyWest Airlines. The airline industry is finally beginning to pickup as the demand for pilots continues to increase.

There is definitely a growing need for pilots in all sectors of the industry. We are presently looking to hire between 3 and 5 full time flight instructors this summer and anticipate the current trend to continue for the next several years. With the travel industry booming again and many of the baby boomer airline pilots aging out, this is a really good time to consider aviation as a career.

*Happy and safe flying,*

*~Lysa Wollard*

## May Achievements

### Christopher Saluit

Solo

James Hubbard

### Peaush Sehgal

Solo

Derek Sellers

### Kevin Fridie

Solo

Spencer Thomas

### Billy Seaward

Solo

Brian Dreger

### Jafe Chang

Solo

Lysa Wollard

### Nathan kim

Solo

Spencer Thomas

### Mike Mezzapelle

Solo

Brian Dreger

### John Stevulak

Private

Neal Beuerman

### Li-Cheng (Bear) Hsiung

Private

Steve McEachern

### Venkatesh Nathan

Instrument

Brian Dreger

### Chris Jennings

Instrument

Neal Beuerman

### Mac Gildenhuis

COM SEL Addon

Spencer Thomas

### Sachin Malik

COM MEL

COM SEL addon

### Panna Rajkumar

COM MEL

COM SEL addon

Brian Dreger

### Heike Larson

COM MEL addon

Bill Komanetsky

### James Hubbard

CFII

MEI

Derek Sellers

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

## Summer Weather Hazards

by Terry Lankford

Low ceilings and visibility are the most persistent summer season (May through October) hazard. However, they're predominantly restricted to coastal sections. The greatest occurrence changes during March and April from inland valleys to the coastal areas; returning to the valleys in November and December.

During the summer season most low ceiling and visibility events occur due to coastal stratus and the haze and smoke of urban areas. This is a persistent condition along the Pacific coast. The prevailing onshore flow moves the layer into coastal section and valleys. Typically, stratus moves in during the evening hours, then retreats to the coast by early afternoon. Visibilities also tend to improve during the afternoon hours. Cloud bases and visibility are typically MVFR to IFR, with tops between 2000 and 4000 ft. Stratus usually begins along the southern California coast in May and moves north to Puget Sound, becoming the most widespread and persistent in August and September, but continuing through October. Coastal mountain obscuration is greatest during May and June when the coastal marine layer is deepest.

No absolutes. Strong pressure gradients can cause the stratus to obscure the passes to the southern California deserts, move into the Sacramento delta, and the Willamette Valley of Oregon. When this occurs tops can exceed 7000 ft, with little clearing of inland valleys and no clearing along the coast.

For the non-instrument rated pilot the stratus solution is to plan departures and arrivals during the afternoon hours or park the aircraft away from coastal areas.

Turbulence decreases significantly by late spring, moves to the interior regions during the summer season, returning and becoming more persistent again with the winter transition months. Daytime heating causes rising air currents that produce thermal turbulence—also called convective turbulence. Thermal turbulence is usually restricted to within about 7000 ft. of the surface. Thermal turbulence develops by late morning and ceases in the late afternoon. Summer season severe turbulence, outside of convective activity, is rare, but occasionally occurs, especially during the transition months.

Icing (outside convective activity), like turbulence, is normally not a serious summer season problem. Cloud tops are generally low, with freezing levels above about 12,000 to 15,000 feet. An exception develops with areas of moist tropical moisture. When this occurs significant icing can extend well into the lower Flight Levels.

Thunderstorms are usually of the air mass variety and rarely severe; becoming most numerous in the latter half of the summer season. Once the warm, moist air of the Gulf of Mexico comes into play, areas of convective weather can develop—mostly over the mountains and deserts, occasionally resulting in the issuance of Convective SIGMETs.

Nighttime convection is rare. Convection tends to develop by late morning and increases significantly by mid to late afternoon. Then dissipates during the evening hours.

During the summer season high temperatures and elevations combine to produce high density altitude. Small non-turbocharged single and multi-engine airplanes are most susceptible to this hazard. It has been said that one could walk across the Rockies and Sierra Nevada on the wreckage of Cessna 172s and Piper Warriors. There is no additional inherent danger in high density altitude operations as long as we calculate and do not attempt to exceed the aircraft's design performance.

The solution to thermal turbulence, high density altitude, and convective hazards is to plan flights during the morning or delay until evening.

## Flying Gourmet

by Jim Jellison

I don't think that anybody worries about the weather as much as a pilot. I know that I find myself worrying about it even when I'm not flying. I use to believe that there were only two kinds of VFR weather in California, crystal clear and bumpy or smooth and hazy. Well, during a flight the other day I experienced bumpy air with reduced visibility due to mist, the worst of both conditions. You might say that I am a fair weather flyer. But I like flying when it feels as if I'm in control and not some unseen, unpredictable force. My flight down to Marina a couple of weeks ago was just such a flight.

Marina is the old field located at what was the U.S. Army's Fort Ord, just north of Monterey. It is under Monterey's Class C air space which has a floor of 2,500 feet and a ceiling of 4,200 feet. But with a pattern altitude of just over 1,000 feet and no real obstacles near the field it is easy to access. Why would I want to fly into Marina, you might ask? Well, it is somewhere to go and I hadn't been there before I would answer.

After touch down I noticed some interesting olive drab aircraft with faded red stars on their vertical stabilizers, so I just had to investigate. I secured my aircraft and walked over to the hangar and that is where I met Jim Selby. I found out that the aircraft were Chinese Nanchang CJ6A's that began their life as primary trainers for The Chinese People's Liberation Army Air Force. Jim has been in the business of importing, refurbishing, selling and servicing this model aircraft since 1998. Jim got his first one in 95. He gave me the grand tour and told me all about the aircraft which was quite interesting. The Nanchang is a Chinese designed, low wing monoplane with tricycle gear and tandem seating for two, not to be confused with a Russian Yak 18A that it resembles. The bird is powered by a 285 horse power, 9 cylinder, Chinese built and designed, radial engine which really sounds sweet both on the ground and in the air. I was lucky enough to witness a private air show when two local guys did some formation flying and made some low high speed passes of the field.

Now for the important information. You can get your hands on one of these babies for about \$50,000 out of the shipping container or \$65 - \$70,000 after Jim has worked it over. These aircraft have been retired from the Red Chinese A.F. after only 3,800 to 4,000 hours of airframe time. Jim's work-over includes new English instrumentation, radio and transponder installation, recovering of control surfaces, replacement of oil and air lines, placards and 5 hours of flight testing. Some other interesting facts are that rather than hydraulic operated brakes and landing gear the Nanchang is pneumatic and has an 11 foot, 45 degree barn door speed brake, ball bearing mounted control surfaces and a red line of 245 mph.

If you get down to Marina stop by and visit with Jim or check out his web site at <http://nanchangaircraft.com/services.shtml>. There is no food available at the field but the Ord Market is located at the third signal light off of Imjin Street, about a 20 minute walk. They make a really nice sandwich.



## Summer Ground Schools



We are pleased to announce that there will be two ground schools beginning this Summer. The Private Pilot ground school will begin on June 26<sup>th</sup> and be held every Tuesday and Thursday from 6:30 PM to 9:30 PM for 10 weeks. This course will cover the Jeppesen private pilot materials as well as the current FAR/ AIM and cross country planning.

The Instrument ground school will begin on July 10<sup>th</sup> and be held every Monday and Wednesday from 6:30 PM to 9:30 PM for 10 weeks. This course will cover the Jeppesen instrument materials as well as the current FAR/ AIM and cross country planning.

Both courses cost \$300. Registration may be done through schedulepointe or by calling the front desk. Course descriptions and syllabi will be on the website next week.



## Ahart Aviation Summer Hours

### Monday Thru Sunday

### 7:30 AM to 7:00 PM

## New Instructor Rates

Effective July 1st the hourly rate for Flight Instructors will increase to \$45 per hour. We never like to increase our rates, however in order to be competitive in pay for flight instructors we felt this was a necessary increase. We are still very competitive with other flight schools in the area and as always appreciate your patronage.