

# JETSTREAMS

## AHART AVIATION SERVICES

AHART AVIATION SRVC

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*With all of the smoke induced haze this month it is amazing that we have so many graduates to congratulate on their achievements. The smoke and haze continue to be a concern and we strongly recommend that pilots check for TFRs, NO-TAMS and visibility limits prior to each flight, including local flights. And remember to set your own personal minimums and stick to them. It is no fun to find yourself out in 3-5 miles of visibility without an instrument rating.*

*By popular demand, Terry Lankford will be returning in August to teach the Flight Review ground school. This class satisfies the 1 hour of ground requirement for the BFR and is an excellent way to brush up on your rusty FAR/AIM, weather and general aeronautical knowledge. Participants will receive an endorsement for the ground portion of the BFR which will be good for 30 days toward a full Flight Review.*

*Happy Flying,*

*Lysa and Bill*

## June Achievements

Coern Adams

Solo  
Clint Eakle

Eric Lee

Solo  
Steve McEachern

Madhura Hulyalkar

Private  
Lysa Wollard

Shweta Uplanchiwar

Private  
Lysa Wollard

Jeff Erhart

Instrument  
Jerry Nemier

Caba Moldavi

Instrument  
Nick Beesley

Baljeet Singh

Instrument  
Nick Beesley

Paul Kubiak

Instrument  
Jerry Nemier

Nigel Fernandes

Commercial SEL  
Jeremy Sheldon

Nathan Kim

Commercial MEL  
Chris Wright

Amit Kumar

Commercial MEL  
Jeremy Sheldon

Shabez Virk

Commercial MEL  
Tim MacHugh

Akshay Rathee

Commercial MEL  
Jeremy Sheldon

Jaspreet Bath

Commercial SEL  
Casey Topalian

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

## Flight Review Ground School

Date and Time: Saturday, August 2, 2008 0900 to 1200 PDT  
Hosted by: Ahart Aviation Services—186 Airway Blvd, Livermore Airport

Presented by: Terry Lankford  
Cost: \$60.00

*Participants will receive a 30 day endorsement for the ground portion of the flight review.*

## The Area Forecaster

by Terry Lankford

The Area Forecast (FA), a mostly synoptic scale product, predicts conditions over an area the size of several states. It describes conditions produced by weather patterns such as high and low pressure systems, air masses, and front. Its purpose is to provide a forecast for the enroute phase of flight and for locations without a Terminal Aerodrome Forecast (TAF). The Area Forecast is not now, nor has it ever been, intended to cover every phenomena. Events predicted in TAFs might not appear in the FA. Conversely, phenomena predicted in the FA, that are not expected to affect individual airports, will not appear in the TAF. The FA is not a stand-alone product—it must be used along with weather advisories (AIRMETs, SIGMETs, Convective SIGMETs, Center Weather Advisories, and Severe Weather Bulletins).

The Area Forecast begins with a heading describing coverage and valid times. Following the heading is the disclaimer paragraph. It refers user to AIRMET SIERRA for IFR conditions and mountain obscuration. To eliminate redundancy and serve as a "we told you so" the following statement appears on every FA: "Thunderstorms imply possible severe or greater turbulence, severe icing, low-level wind shear, and IFR conditions." The last sentence states: "All heights are above mean sea level (MSL), unless noted as above ground level (AGL) or ceiling (CIG). This distinction can be significant, especially in mountainous areas.

The synopsis describes the location and movement of pressure systems, fronts, and weather patterns. It should describe the cause of the weather. The language and detail will depend on the situation. Look for factors in the weather equation: moisture, vertical motion, and stability.

The VFR clouds and weather section includes:

Sky condition;

Non IFR cloud heights;

Non IFR visibility;

Weather and obstructions to visibility;

Surface winds; and, Outlook

Sky condition contains cloud height, amount, and tops.

Heights are normally mean sea level, with above ground level (AGL) and ceiling (CIG) generally limited to layers within 4000 ft of the surface. Cloud tops are always MSL. Tops at or above 18,000 feet are referenced to pressure altitude or Flight Level (FL180).

Surface visibility appears when expected to be between three to six miles. The absence of a visibility forecast implies general visibilities greater than six miles. And, what about visibilities less than 3 miles? We have to consult AIRMET SIERRA.

Weather (precipitation, fog, haze, blowing dust, etc.) is included when visibilities are expected to be between three to six miles.

Widespread surface winds expected to be operationally significant are included. Direction is true. Sustained surface winds of 20 knots or more should appear. The lack of a wind forecast only implies widespread sustained surface speeds less than 20 knots.

A six hour categorical outlook (OTLK) follows each 12 hour VFR clouds and weather statement. The OTLK consists of: IFR (Instrument Flight Rules), MVFR (Marginal Visual Flight Rules), and VFR (Visual Flight Rules). (Note: These categories do not necessarily correspond to 14 CFR Part 91 definitions.) Precipitation and widespread sustained surface winds of 20 knots or more are included. The outlook is based on synoptic scale events and might not include local conditions. Both the Area Forecast and AIRMET Bulletin must be carefully reviewed to determine expected sky condition and visibility.

## The Flying Gourmet

by Jim Jellison

As pilots we have a lot to be thankful for in California- few thunder storms, little or no snow, and hardly any ice. Of course, there is always a down side and that's dry conditions and wild fires. I departed Livermore on a Thursday night a couple of weeks ago for a dinner hop and found three fires burning along my route of flight. The first fire was just off route 580 over the Dublin grade, where with the prevailing winds the smoke was blowing directly into Livermore. The second was burning just east of the Napa County airport. This most likely closed that airport for a while since the smoke probably obscured the approach to both runways. The third was burning at the base of Mount Konocti near Clear Lake. With so many fires burning it pays to have "Flight Following" to help you steer clear of any fire fighting efforts and Temporary Flight Restricted (TFR) areas.

It was a great night for a flight, a little hot on the ground but comfortable at altitude. Visibility, despite the smoke, was good enough to be able to easily make out the Trans Am building in downtown S.F. as well as the Golden Gate Bridge. As we cruised over Suisun Bay I could easily spot the battleship Iowa tided up outboard of the third row, the ship closest to the channel. It always seems a shame to me that a ship with such a rich history ends up rusting away at some obscure anchorage awaiting the inevitable cutters torch. She could end up becoming a floating museum but those seldom are able to pay for themselves (which can even be sadder than the scrap heap).

Clear Lake is about 100 nautical miles from Livermore and makes a very nice retreat from the Bay Area. The lake doesn't seem to be low like most of the other reservoirs I'm familiar with, such as Lake Folsom. It seemed calm and cool with a mirror finish as we headed out over it and turned back towards Lampson Field for a right traffic pattern and runway 28.

Right at the end of 28 you will find Sicily's Steakhouse & Skyroom Lounge with transient parking in front. They have real cloth tablecloths and napkins just like you would expect in a fancy restaurant. As the name suggests their menu is predominantly Italian. They have steaks too, but I never got past the Veal Parmigianino and I wasn't disappointed. The portions are generous and with a side salad and garlic mashed potatoes I was set. The restaurant has very large windows that overlook the field and north toward the lake. Someone has spent a lot of time keeping those windows clean because they are so clean that you would think they weren't there.

Lampson is one of those field where it would be best to get acquainted with during the daylight hours since there is some high terrain immediately west of the field. So high that an approach to runway 10 is discouraged with a yellow X. Your best bet is a right cross wind departure and some climbing turns over the lake before departing.