

# JETSTREAMS

## AHART AVIATION SERVICES

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*Despite the miserable weather this winter season we have seen a number of successful check rides and solos during the month of March. As we move into the Spring months we will be hosting a number of ground schools and seminars. As of now we have an Instrument 3 day ground school the first weekend of April, a Private Pilot ground school beginning on April 12th and a BFR class being offered on April 9th. If you are interested in signing up for any of these courses please call the front desk or sign up through the schedulepointe program.*

*Please pass on a congratulations to Brian Seals. Brian has been flight instructing for us for the past year and has recently been accepted into a CRJ training program. Brian did his flight training from Private Pilot through his MEI here at Ahart Aviation and has aspired to be an Airline Pilot since his early teens.*

*Happy and safe flying,*

*~Lysa Wollard*

## March Achievements

Albert Carter  
Solo  
Neal Beuerman

Ben Parag  
Solo  
Neal Beuerman

Roger Beard  
Solo  
Rob Goldman

Robert Strawn  
Private  
Peter Freund

Dick Brandt  
Instrument  
Nenad Paleka

Bruce Boatner  
Instrument  
Nenad Paleka

Dan Mercer  
Commercial Single Engine  
Ash Pawla

Tad Garcia  
Commercial Single Engine  
Nenad Paleka

Felipe Castro-Vega  
Commercial Single Engine  
Beth Duff

Victor Teal  
Commercial Multiengine  
Nenad Paleka

Keith Breton  
Wings Phase V  
Lysa Wollard

Hugh Gregg  
Wings Phase II  
Lysa Wollard

**FLIGHT INSTRUCTOR OF THE MONTH**  
**Ivan Szeto**

**CHIEF FLIGHT INSTRUCTOR**  
**Ash Pawla**

## Private Pilot Ground School

We are pleased to announce the Spring Private Pilot Ground School class will begin on April 12th and will be held every Tuesday and Thursday from 6:30 PM to 9:30 PM for 11 weeks. This comes to 66 hours of instruction! The cost of the class is \$300 plus the books and materials. Sean Wilson, an Ahart flight instructor, will be teaching the course and brings with him a great deal of experience as a flight instructor. He will thoroughly cover the Jeppesen training materials, the 2005 FAR/AIM, weather and flight planning. Students will gain the experience of planning a complete VFR flight plan incorporating weather data and terrain into the process.

For more information or to register for the course please contact the front desk at 925-449-2142 or check online at [www.ahart.com](http://www.ahart.com).

## The Flying Gourmet

by Jim Jellison

I really enjoy flying out over the California Central Valley. In the Summer it can be a bit bumpy and the wind can really kick up some dust on occasion making low altitude visibility and aircraft control very challenging. The Winters are plagued by ground fog which can last for days (who am I kidding, "sometimes weeks") as well as that damp cold that seems to chill you to the bone. Spring and Fall are the best for flying except for that infrequent violent storm which can deliver a downpour reminiscent of the tropics. One of the things I like the most about the Central Valley is the openness, the way that the rivers and canals shimmer in the sun, and the patch work quilt pattern of the crops. It is easy to lose sight of the fact that this valley has and continues to provide this nation and the world with fruit and vegetables in abundance. By the vast numbers of new homes being built, one wonders if there is going to be any land left to grow crops on in the future?

While flying the Central Valley you might want to land somewhere to stretch your legs and get a hamburger and sarsaparilla. May I suggest Ryan's Place in Los Banos. Los Banos has the good fortune to be located along highway 152 which links highways 5 and 99. This location guarantees customers at almost any restaurant or ice cream stand along this route, especially during the summer months. I have found Ryan's to be unremarkable as far as gourmet establishments go but if it's an honest, down home meal you're looking for at a reasonable price then this is the place. Ryan's has a lot of pictures, just about every wall is covered with them. The subject matter seems to vary from wall to wall. I was especially moved by the tribute to the local service men and women. This wall is located over the entry way to the main dining room, and each picture includes the service member and their parents names. Most of the pictures are about the rich history of Los Banos and its people. Pictures of strong, hard working immigrants of Hispanic and Portuguese descent, along with pictures of their families, religious ceremonies, parades, you name it.

You will fly over Route 152 to land on runway 32, and parking is on the south side of the field near the exit gate. You will need to walk to the nearest intersection to cross at the light since Pacheco Boulevard this is a very busy highway. Once you cross 152 walk west about a quarter of a mile to Ryan's. However if breakfast is what you crave, and it's before 11 AM, The Country Kitchen (a chain restaurant) is located directly across the highway from the airport. Los Banos is 58 nautical miles from LVK on a bearing of 115 degrees. The winds normally favor the use of runway 32.

## Weather Theory For Pilots

by Terry Lankford

"If you can inspect the airplane and not get dirty, you haven't done a thorough job!"

I was working at the then Bakersfield FSS. It was a nice summer day and we had our usual parade of student cross country pilots from the Los Angeles Basin. One young pilot came into the FSS to check weather and file to Santa Barbara. This pilot was wearing a tank top, shorts, and sandals. Appropriate for many activities in the Basin or the San Joaquin Valley for this time of year. But, what would happen if this pilot went down in the mountains? At the very least it would be an uncomfortable experience. As pilots we must understand appropriate dress and pass these requirements on to our passengers.

In addition to the weather, the airplane and the ramp environment present many hazards to the unwary pilot or passenger. First, wear slacks. Shoes should be flat-soled for safety and to insure proper flight control operation. Avoid loose fitting clothes or jewelry that could get caught on sharp edges around the airplane. And, God forbid, should we become involved in an accident we want to be able to evacuate the airplane as quickly as possible.

It can get uncomfortable on windy and cold days and temperature normally decreases with altitude. Cabin heat is most often obtained by routing outside air through a muffler shroud surrounding the engine exhaust stacks. This raises the temperature of the air by about 20°C.

One night on a trip from Reno to Lovelock in Nevada at 7,500 feet the outside air temperature (OAT) was -18° C. The air entering the cabin was between 0° and 5°! Bring a wind breaker or jacket when conditions warrant.

There was a TV movie a number of years ago, based on an actual event, called *I Alone Survived*. A pilot with two passengers planned a flight from Oakland to Death Valley. The weather was warm and mild in the Bay area and at Death Valley. They crashed at an elevation of over 11,000 feet at Kearsarge Pass in the Sierras. They had no warm clothing and no survival gear! You can guess the outcome from the title.

Navy pilots flying out of NAS Lemoore in the San Joaquin Valley can get sloppy during the summer months, wearing flight suites over their skivvies and low-quarter shoes. The "powers to be" will occasionally take a crew, helicopter them to about 8000 feet in the Sierras and leave them overnight with just what they're carrying!

A while back some foreign students flew to Las Vegas for an early Spring weekend. On their return they crashed in the mountains. They were fortunate, surviving two days in the frigid terrain, subsisting on toothpaste.

Are we properly dressed and equipped for the environment? Deserts are hot and dry, mountains cold, lakes and oceans wet. When warranted include water proof jackets, long pants, boots, and gloves. Carry appropriate emergency gear in the event of a forced landing. Our survival, and that of our passengers, might depend on being properly equipped for an emergency landing, and being able to survive until rescue—which might take several days.

As the sage saying goes: "Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect."

# Plane Crazy

by Rob Goldman

The aviation world was rocked last week with the decision by the TSA and FAA to ground commercial airlines in favor of general aviation airplanes as of June 30, 2005.

A spokesperson for the TSA, Ms. Rea Lee Phylbing, said of the fleet of jets, "They are too big and noisy, they hold too much fuel and ensuring that all of the people and baggage is secure is costing, like, a gazillion dollars. Even with the long lines, added fees and money spent on airport and baggage screeners, 30% of fake, planted material gets through. The whole system is unwieldy."

"Smaller, more direct flights are more convenient and pose less risk," she continued.

While the agencies envision more air traffic, the chance that one or more small planes could end up causing any significant damage to the nation's infrastructure is slim. And while major airports take up many square miles and depress property values for miles around, smaller airports with runways of three to four thousand feet can be put almost anywhere.

In other news, installation of servos, cameras and sophisticated electronics will soon enable most passenger-carrying planes to be flown by outsourced help located in Bangladesh. GPS technology combined with offshore labor costs have combined to point the way to vast savings. No problems are foreseen unless there are, there are, there are technical transmission glitches, or a GameBoy is turned on, or a watch alarm goes off.

Closer to home, another development with regard to navigation (position) lights: since it is too hard to remember, "red light – left wing and green light – right wing," the FAA is finally admitting that the alliteration of "**R**ed light – **R**ight wing" makes more sense and is issuing an Airworthiness Directive for all airplanes to bring about this change. Hugh R. Knuts from the FAA said, "Going forward, this will be much easier for new pilots to learn and now, if you are flying at night and see a red light moving from your right-to-left, it will be a ship and a sure sign that you are too low."

Sadly and tragically, another airplane plummeted from the sky on final approach when a seat back was not in the full, upright position. When will people learn? Boeing and Airbus are considering installing a squat switch that will not allow the

wheels or flaps to be adjusted for landing if a single tray table is not in the up and locked position.

And finally, The Morality Police, upon learning that many of our training planes do not have wheel pants, are demanding that the 'naked' wheels be covered up.

Ms. Offtha Deehpend, of the organization called STUPID (Sad, Tired, Unhappy, People Inclined to Dementia) was quoted as saying, "As long as you have to pay for rude stuff on the internet, there is no reason wheels should be pant-less for free. Who will protect the children?"

Who indeed? Happy April 1rst.

## Pilot Career Financing

We have recently become affiliated with the Pilot Career Finance Center. This is an organization that provides student loans through the Key Bank Company. They also offer a Jet Connect program through Delta Airlines that allows pilots who go through the program to complete their Private through Commercial Multiengine certificates at Ahart Aviation then do the CFI and CFII programs with Delta return to Ahart as an instructor for 800 hours then back to Delta for the MEI and work at their facility to gain Multi Engine experience. Once the airline requirements are met the student is guaranteed an interview with one of Delta's airlines affiliates.

This program will provide Ahart students who have aspirations of going into a career with the airlines with a direct route to the airlines. We are really excited about this program and will continue to seek out more ways to expand our services and support our customers.

For more information on the programs available please contact Lysa at [lysa@ahart.com](mailto:lysa@ahart.com).