

JETSTREAMS

AHART AVIATION SERVICES

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August 2005

Thank you to everyone for making the 3rd Annual Customer Appreciation Day BBQ a success. We really enjoyed getting opportunity to see everyone and their families. I would like to welcome Adam Jessup to our team of flight instructors. He comes to us from Embry Riddle with his CFI, CFII and MEI.

With summer finally in full force, we have seen a number of aircraft issues come up. Please remember when you are flying a fuel injected aircraft to use the hot start procedure in the pilot information manual or on the Ahart checklist. These aircraft flood easily and you do not want to find yourself stranded at some far away airport. Also, in order to limit the number of rough mags on runup be sure to lean while taxiing and above 3,000 feet msl.

As the Summer ground schools begin to wind down we will be taking names and registrations for the Fall Private Pilot Ground School. More information is on page 3 of the newsletter.

Happy and safe flying,
~Lysa Wollard

July Achievements

Frederick Gay
Solo
Lysa Wollard

Jason Kabilan
Solo
James Hubbard

Greg Hugel
Solo
Neal Beuerman

Steve Hillman
Solo
Brian Seals

Steve Baker
Solo
Beth Duff

Lori Costello
Private
James Hubbard

Kennan Kellaris Salinero
Private
Lysa Wollard

Eric Hiles
Private
Lysa Wollard

A. Wyatt Rounds
Private
James Hubbard

Paul Peterson
Private
James Hubbard

Ernie Templeton
Commercial
Peter Freund

Richard Liu
COM/MEL
Bob Bretz

Bill Komanetsky
CFI
Lysa Wollard

Beth Duff
CHIEF FLIGHT INSTRUCTOR
Part 141

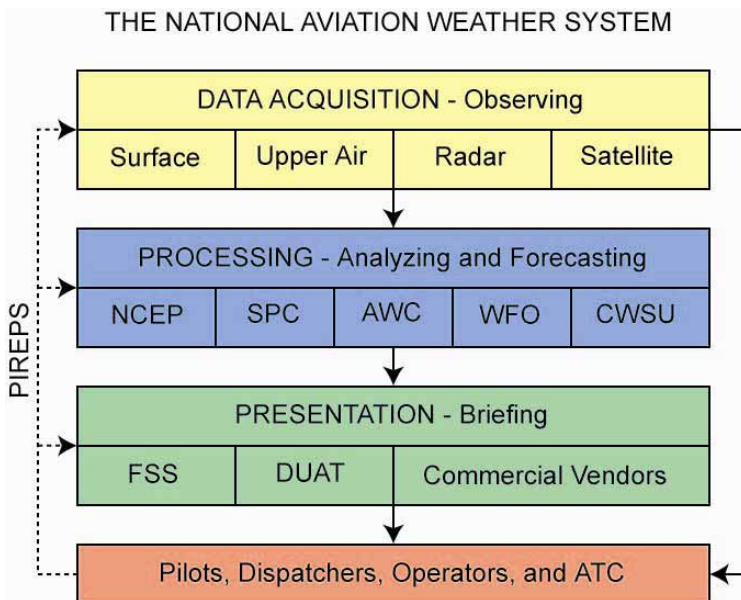
CFI OF THE MONTH
James Hubbard

We are taking names for a Fall/Winter Instrument Ground School. Please let us know if you are interested in attending this course. The class will be held on Mondays and Wednesdays from 6:30 PM to 9:30 PM.

Aviation Weather Forecasts

By Terry Lankford

The National Aviation Weather System begins with Observational data—surface, upper air, radar reports, and satellite imagery. Data processing—analyzing and forecasting—is accomplished at the National Centers for Environmental Prediction (NCEP), the Storm Prediction Center (SPC), the Aviation Weather Center (AWC), local Weather Forecast Offices (WFO), and Center Weather Service Units (CWSU). Forecast are disseminated through Flight Service Stations, Direct User Access Terminals, and commercial vendors. Both observational data and forecasts, graphic and textual, are made available to the end user—Pilots, Dispatchers, Commercial Operators, and Air Traffic Control. The importance of PIREPs cannot be over emphasized. They play a significant roll at every level in the process.



Forecast accuracy begins—or maybe begins to deteriorate—with observational data. The observational network has substantially expanded over land areas with the introduction of automated observations. But, like manual observation, automated observation have their own limitations. Upper air observations are only taken twice a

day. Radar and satellites help, but extensive areas remain outside the observational network. Extensive use of computers assist forecasters. But, due to the lack of observational data and the complexity of the atmosphere, computer programs can only generate approximations. Large-scale weather systems are detected, but smaller scale events might not be identified.

Each forecast is written for a specific purpose in accordance with specific criteria. Area Forecasts cover entire states. TWEB Route Forecasts cover routes 50 miles wide. Terminal Aerodrome Forecasts (TAF) relate conditions basically within five miles of an airport. Differences between these products are to be expected. This is due to scale, interpretation of the weather situation, issuance times, and starting conditions.

In general forecasts for good weather are more likely to be correct than forecasts for poor weather. Forecasts are most reliable for distinct weather systems. Forecasts are most accurate during the first hours of the period. Errors in timing are more prevalent than errors of occurrence.

Phenomena such as the time freezing rain will begin, severe or extreme turbulence, severe icing, the movement of tornadoes, ceilings of 100 ft or zero before they exist, the onset of thunderstorms that have not yet formed, and low-level wind shear, are difficult to predict. These phenomena are small scale events, or are transitory and remain undetected within the normal observational system. The most hazardous weather is often the most difficult to predict.

The accuracy of aviation forecasts has increase dramatically over the last several decades. But, the science of meteorology is still not exact. Each situation is different, with many variables, and local factors. The 1965 edition of *Aviation Weather* says it best: "The weather-wise pilot looks upon a forecast as professional advise rather than as the absolute truth."

Fred Abrams will be offering an Accelerated Private Pilot Ground School on Friday September 2nd through Sunday September 4th from 8AM to 5PM.

Fred will be covering the Gleim Private Pilot Written Study guide thoroughly preparing students for the private pilot written exam. His 3 day courses cost \$400 and are worth every penny. Please call the front desk or register online via [schedulepointe](http://schedulepointe.com).

Navigating the Airlines

by Nenad Paleka

It has been two months since I left Ahart for Mesa Airlines ground school, (though it seems a lot longer) and reflecting back, the last two months have been the most exiting, most frustrating and most terrifying of my life.

It all started on May 23rd in a classroom inside of the Mesa Training Center in Phoenix. The classroom was filled with thirty very excited pilots anxious to start their training, not really knowing what would transpire during the course of the next two months. Our instructor told us that we would spend the first week learning about general operating procedures, followed by three weeks of aircraft systems training, two weeks of simulator training and twenty five hours of Initial Operating Experience. After each one of these phases, we would have a test or a checkride with only two possible outcomes. Pass and move on or fail and, in my case, go back to instructing.

The first week was full of fun facts. We had to pretty much memorize FAR part 121, as well as the Mesa General Operating Manual (GOM). Talk about fun reading. After five days of this it was time for our first test. Sixty questions with eighty percent being a passing score. Surprisingly, it was not that difficult and everyone in our class passed.

Before we had chance to come down after passing our first test, we were given aircraft assignments. Yours truly got selected to train for a position on the Embrier 145. The Embrier Regional Jet 145 (ERJ 145) is a fifty-passenger jet used by many regional airlines. We were given an aircraft systems manual, certified flight manual (CFM) and a day off to relax.

Our ERJ class had ten people in it. For the next three weeks our days consisted of eight hours spent in the classroom, three to four hours spent studying and doing our homework, and rest of the time trying to catch up on sleep. After about two weeks of this schedule, the classroom consisted of ten zombies. We all had a blank look on our faces looking at our instructor but not really hearing anything he had to say. During that time, thinking and concentrating become increasingly painful.

On the day of our test, I was pretty nervous. I couldn't eat, my stomach was one big knot, and my head was hurting. On my way to the training center, I was thinking how could I persuade Lysa to give me my job back if I failed the test. After a few minutes of thinking, I figured going on my knees with a box of chocolates and begging for my job would be my best chance.

Luckily, I did pass my test so Lysa never got her chocolates and I didn't have to go on my knees.

Passing this test meant that I had two more tests to go, an oral exam and a simulator checkride. By this time I was feeling pretty good, and was thinking that the worst was over. Boy was I wrong. While the oral portion of the exam went fine, the simulator training ended up being the most challenging part of my training.

During my first lesson in the simulator, I over sped the airplane three times, heard bank angle warnings five times, activated the stall shaker two times, and finished it all off with a hard landing on which I blew my tire. All in all it was a very humbling experience.

Soon I found out that flying a jet is like dating a woman. I realized that just like women, jet airplanes are a lot smarter than me, they are very forgiving and they make better decisions than me so as soon as I accepted all this my flying improved dramatically. I just told myself "Nenad, relax, enjoy the ride and try not to screw up" (this last part was always the hardest part for me).

By the time my checkride came, I was feeling pretty comfortable about my flying. The checkride turned out to be one of the most enjoyable checkrides I have had in my life. For once I passed my checkride on the first try.

So here is my advice for anybody who is going for training with an airline. First, save money. Most of the airlines don't pay for your room and board, nor do they pay you any salary. Second, if you are married, you will need to have very supportive spouse. You will be gone for two months, and you will make absolutely no money. Last but not least, enjoy the experience and don't be afraid to ask questions. It is very easy to get really stressed during the training, and there will be days when you will doubt yourself and your capabilities but if you work hard everyday, your instructors will help you as much as they possible can. Remember, you already have a job. Your company wants to see you succeed because if you don't they just wasted a bunch of money on you.

Oh, and I almost forgot. The coolest thing is that once the training is complete you can visit all your friends where ever they may be because now you fly for FREE!

Fall 2005 Private Pilot Ground School

We are pleased to announce the Fall 2005 private pilot ground school. The course will begin on Tuesday, September 6th from 6:30 PM to 9:30 PM and continue every Tuesday and Thursday for 8 weeks. The class will cover the Jeppesen private pilot manual and the written test guide as well as the current FAR/AIM, weather interpretation and cross country planning. Students will be thoroughly prepared for the FAA written and

oral exams. We are fortunate to have Fred Abrams teaching the ground school again. Fred brings with him years of experience both as a ground instructor and as a professional pilot.

The cost of the course is \$300 and once you sign up and pay for the class you can take it as many times in the future as you want. Please call the front desk or register on schedulepointe.

Vegas or Bust

By Katherine Ramos

It was a typical foggy morning over the Livermore airport. Kristle had somehow talked me in to flying with her and her sister to Vegas for a conference. Of course, there wasn't a lot of arm-twisting since I would get to fly the new C172SP. I'm an experienced pilot with 78 hours who has landed the 172SP at least twice, and I had been a passenger in class B airspace once, so I felt completely confident. We had our weather, our flight plan, plenty of fuel and munchies. We left Livermore through the sliver of sky to the south, and began our adventure.

Intense navigational skills were required to find our way, that and a multifunction display with GPS, and autopilot equipped with a HIS. We performed numerous checklists along the way. Everything was running smoothly, our passenger was asleep which was a good sign, and the pilots were still awake which was an even better sign. We tracked from VOR to VOR, over the Tehachapi's, and past Edwards's Airforce Base to North Las Vegas via Palmdale. We were getting a little low on fuel, but we decided we would stop somewhere along the way before Vegas. Unfortunately, there isn't a single airport with fuel from Barstow to Las Vegas. When we realized this we cut out a lot of our scenic VOR destinations, and took a more direct route, hoping to get a quick clearance into class B airspace.

As it turned out getting into Class B airspace wasn't too difficult when already on flight following. We just had to look for a Henderson airport, then fly north to the numbers for 25R at McCarran airport at or below 4,500, then fly a heading of 010 towards North Las Vegas, and contact tower. We got it all perfectly after the fourth read back. We got to see a lot of 747's up close, and personal, then we were told to just come straight in for 12R, although we were facing 30L for North Las Vegas. We weren't sure what this meant, so we just started flying downwind hoping he would stop us if he had a problem. Kristle performed an awesome double landing with stealth like grace, after which we promptly asked for progressive taxi to fuel.

We departed the airplane in 103-degree temperatures, which we were told was pretty cool for this time of year. We got a shuttle to the hotel, and true to form I left my cell phone on the shuttle bus, which wouldn't normally be a big deal, except that as with all new pilots the shock of not closing our flight plan hit us about 45 minutes after landing. After getting a hold of flight service and closing our flight plan we hit the pool.

The next morning we planned out our flight, got important NOTAMS from 1-800-wx-brief like watch out for the unmanned drone below 6,000 ft in Apple Valley, and we were on

our way by 2pm. We taxied to runway 7, wrote down our clearance this time, and we were off. I daftly avoided the Stratosphere, and was trying to get to 10,500, but was told by ATC to remain at 3,500 at my present heading to avoid traffic. At this point it became apparent I was not going to get to 10,500 at my present heading with a 5,100 ft density altitude, and still avoid terrain. After the third time we were passed off, I requested to do some 360's, and climbed as quickly as possible. At 6,000 ft we heard a little engine roughness, and realized with all of the commotion that we had skipped the climb checklist, so we leaned the mixture. We got scolded for not staying at or below 8,000 ft by the fourth frequency controller. The terrain just looks so high, even to an experienced pilot such as myself. Then of course he waits until I have descended back down to 8,000 ft. to tell us resume intended heading, and altitude.

We were finally clear of class B airspace, and tackling the crazy updrafts, and downdrafts. We were getting so many alerts from autopilot, I decided to hand fly the airplane. We would shoot up by 700, sometimes 1,000ft in seconds. Kristle was getting a little sick, and tingly. She started asking if her lips were blue, and she wanted to take a nap, which was a big time negative. I guess we had been at 10,500 long enough. We got over the mountains, and dropped down to 8,500. The turbulence had completely subsided. Everything was going so great, until we hit Fresno. The engine started making noises, and our hearts skipped a beat. As Kristle put it, God decided to strike us down during our moment of joy. We flew from airport to airport and stayed high just in case we had to land. After 3 airports went by, I decided I had had enough of this. We were landing in Madera.

At Madera, we called the owner of the plane to discuss the sounds and options. After several calls and runups James came to pick us up and fly the plane back.

Yes, the spark plugs were fouled. Although we were at 6,000ft when we started leaning, due to the density altitude, the airplane was actually at 11,000 ft., and of course you are supposed to start leaning at 3,000ft. I suppose we could have made it back, but I'll keep my conservative attitude, thank you very much. Besides how often do you get to visit Madera?