

# JETSTREAMS

## AHART AVIATION SERVICES

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*I would like to wish all of Ahart's customers and employees a happy and safe holiday season! I am anxiously looking forward to all that the new year has in store for Ahart Aviation. As 2005 comes to a close and 2006 rapidly approaches we are looking into adding new aircraft to our fleet, holding more ground schools and safety seminars and assisting many students in their goals of becoming a pilot or expanding their aviation education.*

*Fortunately the cost of fuel is finally beginning to decrease and we are able to reduce the fuel surcharge that has been added to the hourly rate. We will continue to monitor the fuel prices and adjust the fuel surcharge accordingly. Thanks to everyone for your patience and continued patronage.*

*Happy Holidays!*

*~Lysa Wollard*

## November Achievements

John Guthrie  
Solo  
Neal Beuerman

Chad Schwartz  
Private  
Neal Beuerman

John Springman  
Private  
James Hubbard

Jonathan Breneman IV  
Private  
Spencer Thomas

Edmond Fung  
Instrument  
Ivan Szeto

Derek Choy  
Commercial SEL  
Ivan Szeto

**CFI OF THE MONTH**  
**Neal Beuerman**

**Chief Pilot**  
**Beth Duff**

## Winter PVT Pilot Ground School

We are pleased to announce the Winter Private Pilot Ground School class will begin on January 17, 2006 and will be held every Tuesday and Thursday from 6:30 PM to 9:30 PM for 8 weeks. This comes to 48 hours of instruction! The cost of the class is \$300 plus the books and materials. We are very excited to have Fred Abrams return as the instructor for the class. Fred is a professional ground school instructor with years of experience.

The course will thoroughly cover the Jeppesen training materials, the 2006 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 online at [www.ahart.com](http://www.ahart.com).

## Winter IFR Rating Ground School

This is an excellent time of the year to begin your Instrument training! Aircraft availability is good, you will likely experience several hours of actual instrument flying and we have an instrument ground school beginning in January.

The Winter Instrument ground school is scheduled to begin on Monday January 16th and continue every Monday and Wednesday evening from 6:30 PM to 9:30 PM for 10 weeks. Bill Komanetsky is returning as the instructor and will thoroughly prepare students for the oral and written exams as well as discussing real life instrument flying situations.

The cost of the class is \$300 plus books and remember, once you pay for the course you may take it as many times in the future as you would like.

Please call the front desk to register or use the schedulepointe program to sign up.

# Go/No Go Decisions VFR Part II

By Terry Lankford

Like VFR, Ahart's IFR Stage Checks and the FAA's Practical Test Standards address the GO/NO GO decision. However, here again, for the most part pilots have little in the way of *objective* criteria for this critical flight parameter.

The FAA has established *IFR minimums*. But, these must cover all categories of IFR operations. Especially for single engine and single pilot IFR, *minimum* does not necessarily mean **SAFE**.

Ahart (IFR) Weather Minimums provide **ceiling, visibility, wind, and fuel** minimums. Like our VFR minimums they do an excellent job of establishing reasonable limits. (Note: For our purposes all IFR flights are considered cross country.) These are lower limits and pilots should consider higher parameters based on their experience, terrain, airplane, and other factors. Our first consideration must be the safety of ourselves, our passengers, and those on the ground. For example, if we're flying single engine with a ceiling of 600 ft and experience an engine failure, we'll have, typically, less than two minutes and a radius of action less than 1 mile after we break out of the clouds.

If you have your own airplane, FAA minimums apply. We've all seen single engine departures under 14 CFR 91 below takeoff minimums and flight schools doing approaches (e.g. Stockton) with less than landing minimums and even in zero-zero conditions. Are these operations legal? Well, yes and no. They are not *prohibited* under 14 CFR 91.175 **Takeoff and landing under IFR**. But like VFR cloud clearance requirements, other portions of the regulations apply. For example, 14 CFR 91.119: "An altitude allowing, if a power unit fails, an emergency landing without undue hazard to person or property on the surface."

Let's not forget about the FAA's "catch all" rule 14 CFR 91.13 **Careless or reckless operation**. In the event of an emergency under the above conditions could anyone argue that the pilot did not "operate an aircraft in a careless or reckless manner so as to endanger the life or property of another." Think about it.

How about **icing**? Frost affects IFR as well as VFR operations. Any amount of frost is NO GO. IFR operations are susceptible to airframe, induction, and instrument icing when operating in visi-

ble moisture and temperatures at or below freezing. Ice is to be *avoided* in aircraft not certified for flight in icing conditions. Pilots who fly non-certified aircraft into icing must have the "right stuff." They become, in every sense of the word, test pilots!

Flights within 2000 ft of the freezing level, in visible moisture, is a NO GO indicator. And, like VFR, freezing drizzle and rain are NO GO indicators.

Weather Advisories for moderate, and especially severe, **turbulence** are NO GO indicators. Can you imagine trying to control the airplane in severe turbulence with sick passengers! There are lots of caveats and we will devote an entire article to this parameter. Certainly passenger comfort and safety should be a prime consideration.

Now for **thunderstorms**. If you fly within 10 to 20 miles, or under a thunderstorm or its anvil, you're playing *Russian Roulette*. Controllers, upon request, are supposed to provide weather assistance. This, of course, was mandated by bureaucrats in D.C. that haven't worked traffic in 30 years. Some controllers do a better job than others. Remember their primary tasks are the separation of aircraft and expeditious flow of traffic. If it's busy, especially in congested airspace, their ability to separate you from weather is problematical. And, ground based weather radar, especially in the west, has limitations. If you can't see and avoid the thunderstorms or have onboard "real time" weather radar or lightning detection equipment *and have been trained how to use it*, don't GO!

The weather at Jefferson City, Missouri was 800 and 4, tops forecast at 6000 with conditions improving from the west. The freezing level was forecast to be 8000 with no thunderstorms. This was almost an ideal IFR flight. We were in and out of the clouds at 6000 and had an uneventful flight to Wichita. More about the decision making process next month.

I'd like to leave you with a great little of bit of philosophy: "*There is never a reason why you have to be there.*"

## AHART (IFR) WEATHER MINIMUMS

PILOT	CROSS COUNTRY <sup>1</sup>			SURFACE WIND		
	DAY	NIGHT	WINDS ALOFT	CROSS WIND	SUS-TAINED	GUSTS
PVT w/INST & COMMERCIAL			35 KT	POH <sup>3</sup>	25 KT	10 KT
DUAL IFR	FAR <sup>4</sup>	800/2	35 KT	POH <sup>3</sup>	PD <sup>5</sup>	PD <sup>5</sup>
INSTRUMENT	600/2 <sup>6</sup>	1000/2				

Note: All heights are AGL; all Visibilities SM (5000 ft ceiling/7SM visibility).

# Private Pilot with Instrument Rating.

<sup>1</sup> Maximum allowable fuel.

<sup>3</sup> Pilot Operating Handbook maximum demonstrated crosswind component.

<sup>4</sup> 14 CFR Part 91 minimums.

<sup>5</sup> Instructor Pilots' discretion (PD).

<sup>6</sup> Or, FAA published Takeoff and IFR Departure minimums, including climb gradients, whichever is greater.

## The Flying Gourmet

by Jim Jellison

With the price of just about everything going up much faster than our incomes, it is time to keep an eye open for bargains. Thank goodness there are places to stop for a meal while flying that are still affordable. One weekday morning I decided to fly a friend to breakfast and go into work a little late. We had been planning this little adventure for some time but the weather just hadn't been cooperating due to the usual low morning clouds extending to the Altamont. Then finally it happened. The almost perfect morning and off we went. An Ahart flight instructor, Tim McHugh, had mentioned to me that the Hangar Café at the Merced airport had good hamburgers so I thought we would try their morning menu. There wasn't much air traffic early in the morning which sure wasn't the case for those poor people down below stuck in their automobiles. When I was about twenty miles out I heard some radio calls on the Merced frequency which gave me the active runway. When we arrived on the 45 for a left downwind entry into the pattern a large commuter turbo-prop was departing. We discovered later that she belonged to Scenic Airways and makes a non-stop run from Merced to Las Vegas daily.

As we walked over to the cafe from transient parking it became obvious why the restaurant is called the Hangar Café. The building is made out of corrugated metal which could have come from a hangar or a Junker JU 52. My California Pilots Guide listed Rosie's Hangar Café as open daily from 7 AM to 3 PM. When we arrived at 10 minutes before 7 AM there were already several vehicles in the parking lot. We discovered that Rosie actually opens at 5 AM, which makes a lot of sense when you make a living frying eggs and hamburgers in the middle of the central valley. The Café is conveniently located right on the field, no more than 100 feet from transient parking. Besides a great breakfast Rosie also provides fresh, homemade preserves for your toast or English muffin. Boy was that an unexpected treat in addition to the reasonable price. At the check out counter you will find an assortment of preserves as well as fresh vegetable for sale, which makes Rosie's distinct among airport breakfast stops.

Merced (MED) is located 65 nautical miles from LVK on a heading of 95 degrees just a couple of nautical miles south of Castle, the ex Air Force Base.

## FAA Safety Seminar

### "Weather Theory for Pilots"

Ahart Aviation is proud to be sponsoring another Wings Seminar this one entitled "Weather Theory for Pilots" by Terry Lankford. The seminar will be at the Ahart office on Wednesday, December 7th at 7:00 PM.

Recent reports from the NTSB, FAA, and National Weather Service have recognized the urgent need for practical weather education for pilots. The Aviation Weather Committee of the National Weather Association has developed a program to address this issue.

The first segments of *Weather Theory for Pilots* (Revised and updated since their initial presentation last spring), provide an interactive program designed to help pilots apply weather theory to their flight activities.

The program provides an introduction with explanations of the three components in the weather equation—moisture, vertical motion, and stability. Additional modules contain discussions of fronts, low ceiling and visibility, altimetry, weather service forecast products, and aircraft performance.

The seminar is free and you may sign up on schedule-pointe or call the front desk.

## Symphony Aircraft Open House

**Come find out what makes the Symphony aircraft so much fun to fly! Ahart Aviation will be hosting an open house for the Symphony Aircraft on Saturday December 10th and on Sunday December 11th the Symphony sales representative will be offering demo flights to anyone interested in the aircraft!**

**Please stop by on Saturday between 11AM and 3PM for the static display and to sign up for a demo flight. For more information on the Symphony aircraft visit their website at [www.symphonyaircraftwest.com](http://www.symphonyaircraftwest.com) or contact Kent Pramus at (562)505-6518 or [kent@SymphonyAircraftWest.com](mailto:kent@SymphonyAircraftWest.com).**

