

# JETSTREAMS

## AHART AVIATION SERVICES

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*With the end of Daylight Savings time we have fewer evening hours for day flight. Student pilots must return from solo flights by civil twilight and rated pilots need to remember when carrying passengers to be night current with 3 full stop night landings within the preceding 90 days. If you have not flown at night for a long time then you may want to schedule an hour with an instructor to get current.*

*Over the next three months we have several ground schools and FAA Flight Safety Seminars being offered at Ahart Aviation. Please look at page three for descriptions and dates. The Safety Seminars all qualify for the Wings Program which is an excellent way to keep current on aviation related topics. The "Under the Weather" seminar is filling quickly you can visit the website at [http://chesavtraining.com/under\\_the\\_weather.htm](http://chesavtraining.com/under_the_weather.htm) for more details.*

*Happy and safe flying,*

*~Lysa Wollard*

## October Achievements

Everette Moss

Solo  
David Gregory

Ryan Anderson

Solo  
Adam Jessup

Justin Bonnar

Solo  
Adam Jessup

Bill Green

Solo  
Ivan Szeto

Jason Strickland

Solo  
Spencer Thomas

Marcus Anderholm

Private  
Steve McEachern

Gus Mendiola

Private  
Steve McEachern

Behrooz Parsay

Private  
Beth Duff

Sam Hablitzel

Private  
Steve McEachern

Daniel Jonas

Commercial—MEL addon  
Beth Duff

**CFI OF THE MONTH**  
**James Hubbard**

## Under the Weather Ground School

Ahart Aviation will be hosting Chesapeake Aviation Training for a weather seminar entitled "Under the Weather". This is an aviation weather workshop that goes beyond a basic DUATS or FSS briefing. The workshop will bring together the basic elements of aviation weather with many techniques that will be new to the pilot using tools that are available free of charge on the Internet. To allow for pilots flying in Saturday morning, class will start promptly at 10 am on Saturday and end before 5 pm on Saturday. Class will resume promptly at 8:30 am on Sunday and finish about 3 pm on Sunday to allow pilots to fly out before sunset. Tuition is \$425 or \$350 if you register before October 21.

The two-day workshop will be presented by Scott Dennstaedt. Scott is an FAA-certified instrument flight instructor (CFII), advanced ground instructor (AGI) and meteorologist who resides in Baltimore, Maryland. Besides presenting weather seminars, he is a contributing editor and writer for [IFR](#) and [IFR Refresher](#) magazines.

To get more information and to register please call Chesapeake directly at 410-379-5731 or visit their website at [http://chesavtraining.com/under\\_the\\_weather.htm](http://chesavtraining.com/under_the_weather.htm).

# Airspace Primer

By Terry Lankford

Almost since its inception pilots have grimaced at the seemingly unfathomable complexity of controlled airspace. Certainly one reason is that our newest and least experience pilots must master its intricacies. For the most part pilots flying under instrument flight rules could care less. In fact, some pilots fly IFR just so they won't have to deal with this issue. For the rest of us it something we must understand and deal with on a daily basis.

Exactly what does controlled airspace do? (Beside getting us hot under the collar!) In simplest terms it establishes *VFR minimums* or mandates *pilot and/or equipment* requirements.

To begin all airspace below 14,500 MSL is uncontrolled—that should get you thinking; except when designated Class E, D, C, or B. (Apart from the intermountain region and mid-west it's hard to find all this elusive uncontrolled airspace.)

Class E airspace is designed from the surface (magenta dashed line), 700 ft AGL (magenta vignette), 1200 ft AGL (blue vignette), or higher (MSL altitude charted). In and of itself Class E mandates FAA VFR minimums. (Ahart minimums are generally higher.)

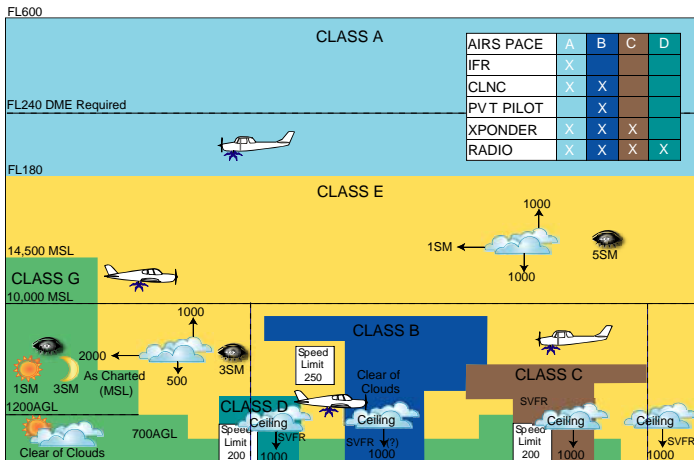
Special VFR is allowed within the lateral boundaries of *surface based* Class E, D, C, and some B airspace. Normally, at least a Private Pilot Certificate is required to operate in Class B airspace. (Recall that "except" is the first word in the regulations! And, there are exception.)

A transponder with encoding altimeter is required in Class A, B, and C airspace, within a 30 NMR of the primary airport in Class B, above and below the lateral boundaries of Class C, and above 10,000 ft MSL. Two-way radio communications must be established before entering Class C or D airspace and a *clearance* is required prior to entering Class B.

What's the best way to deal with this *alphabet soup*? Plan your flight and fly your plan. But remember, like the regulations say, consider "alternatives available if the planned flight cannot be completed." Current and appropriate charts are an absolute must. If your flying for the first time to an area of congested airspace—for example the Los Angeles Basin—consult with one of Ahart's instructors or more experience pilots. These folks are glad to help and a resource that shouldn't be overlooked.

By the way what class of airspace exist above FL600? It's Class E!

AIRSPACE CLASSIFICATION



## Piper Open House

Ahart Aviation will be hosting Piper Aircraft in an open house on Saturday, November 12th from 10:00 AM to 3:00 PM. Victor Sloan of Northern California Piper will be bringing several 2005 aircraft over for static display and will be offering demo rides to people who pre-register by emailing him at victor@norcalpiper.com. On select aircraft purchasers can receive a \$5000 credit toward flight training at Ahart Aviation.

## The Flying Gourmet

by Jim Jellison

What could be better than flying with a friend to a great place for dinner on an evening with perfect weather? How about flying with two friends! Both my friends, Rick and Larry, are more than just a little interested in aviation which made it even more fun. Larry has taken a number of lessons and his father owned a Cessna 172 for years. Rick has passed the written and is pretty far along on the flight training. I thought it would be interesting for Rick to plan the short hop over to Westover in Amador county using two VOR's along the way to navigate. The other little challenge was plotting the course to an airport that is on the other side of the chart.

Well, once we got 234QF preflighted we were off and flying to our first VOR, Manteca, then after identifying the station Rick began tracking the 060 radial to the station. He knew that when that needle swung 180 degrees that we had passed the station and we were already set up on the next VOR, Linden, to track the 012 radial to that station. This was the first evening that I ever flew into Westover that there wasn't a cross wind, so the landing was pretty dull. Rick's instructor at Ahart is doing a pretty good job since he held course and altitude like he was flying a simulator.

We secured the aircraft and made a call for a cab, which arrived about 15 minutes later. I decided that a nice family style Italian meal was in order so we headed off to Teresa's in Jackson. Imagine my surprise when we arrived and the place was closed. Not to worry though because just down the street on the opposite side is Buscaglia's Ristorante. I first discovered Buscaglia's one evening when, you guessed it, Teresa's was closed. Well, a few things have changed since then, someone has invested a lot of money and it shows. The place is beautiful. I felt under dressed and that is hard to do in Jackson. Now the prices have gone up a little, which was to be expected, but the service and the food was out of this world! We made it very easy for our waitress as we all ordered the cannelloni which is tube shaped pasta filled with veal, beef, porcini mushrooms, spinach, ricotta and mozzarella cheese. This is served with a meat sauce and lightly topped with Alfred sauce, the presentation was fabulous and we also get some wonderful breads and a salad. So, how much do you think this cost, \$22.95?, \$17.95?, wrong, it only cost \$13.95! You really have to give it a try, it makes a great date destination, even if you take your spouse!

Westover (Oscar 70) is 69 nautical miles from LVK the way we flew, but only 63 nautical miles if you fly direct. Just give Delta Sierra Taxi a call at (209) 223-4333 and tell them Buscaglia's, they know where it is. The cab ride is about \$9.00 and I can say for certain that they are open for business on Thursday evenings.

## Life on the Bottom

by Nenad Paleka

October 25<sup>th</sup> was exactly five months since I began working for Mesa Airlines, and I have to say it has been everything that I expected it to be. I have a bad schedule, I don't get paid much, most of the time I'm flying s-turns around thunderstorms, and I have to listen my captains complain about how tough they have it. Of course as I expected, I LOVE my job!

For those who don't know, working for an airline is all about seniority. The higher you are the better things get. Yours truly is third from the bottom. Which means that my schedule is less than perfect. I get ONLY eight days off each month and I do a lot of sitting in the crew room waiting for somebody to get sick so I can fill in. On the other hand I get eight days off more than I had when working for Ahart, plus our crew room has really comfortable couches and lazy-boys. The best part is that I get paid for doing nothing while I wait.

This brings me to my second point. A lot of people think that airline pilots get paid a lot of money. This might be true at the Major Airlines, but is definitely not the case at the commuters. Just like when I was in college, Top Ramen has become the staple of my diet, and Mac and Cheese is once again a great meal. Of course there is a positive aspect to all of this poverty. I drink a lot less beer, which means I have lost a few pounds.

I was talking to a pilot once and he told me that California has the best flying weather anywhere in the country. At that time I didn't have much experience so I took it for granted. Now, I know he was right. Since I began flying on the east coast I have seen more thunderstorms than in all of my life combined. On one flight from Charlotte to Huntsville we had to divert around 5 different cells. I take back everything I said about how teaching s-turns is a waste of time. Before I started to work with Mesa, I knew that there would be captains who would think that my job as a first officer is to listen to their problems and how poorly they are treated by their company. I just didn't know how creative some people could be when it comes to complaining. A few weeks ago I flew from Philly to Columbia, South Carolina. During this flight I timed how long my captain complained. By the time everything was said, we had crossed Virginia and North Carolina, and were starting our descent to Columbia. My watch was showing 45 minutes. During this time my captain covered problems with his wife, his girlfriend, him having only 12 days off this month, and how he hates flying. However, during this time he missed to notice the amazing sunset, beautiful night sky, and the fact that there are a lot worse jobs out there.

So I think that everybody can see why I love my job. My advice to all of the pilots that are thinking about working for an airline is; keep your expectations low. For me it's pretty simple really. I get to fly a jet, I don't stay long enough in one place to get myself in trouble, and when I'm waiting at the airports there is beautiful scenery all around me. Life is good...