

JETSTREAMS

AHART AVIATION SERVICES

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October 2005

We are all really excited to be hosting the "Under the Weather" flight seminar with Chesapeake Aviation Training. I have talked with several pilots who have attended one of these seminars and each of them has given high recommendations. I hope to see many of you in attendance!

Over the winter months we will be ramping up our flight safety seminars. Each month Ahart will host at least one seminar that will qualify for the Wings Program. These programs are important for keeping pilots current on aviation regulations, new policies and safety procedures. The Wings program is also beneficial to the aircraft owner in that many insurance companies give discounts for Wings participants. Keep reading the JetStreams for dates and details.

Happy and safe flying,

~Lysa Wollard

September Achievements

Kris Kasenchak
Solo
Bill Komanetsky

Troy Wilhite
Solo
James Hubbard

Tom Irion
Solo
Sean Wilson

Mark Crane
Solo
Adam Jessup

Kurt Haller
Private
Steve McEachern

Dave Feretti
Private
James Hubbard

Eric Clifford
Private
Keith Breton

Steve Cech
Private
Dave Gregory

Mike Stern
Instrument
Neal Beuerman

Mariellen Coupee
Commercial
James Hubbard

Daniel Jonas
Commercial
Beth Duff

Bill Komanetsky
CFII
Neal Beuerman

Flight Instructor 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.

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.)

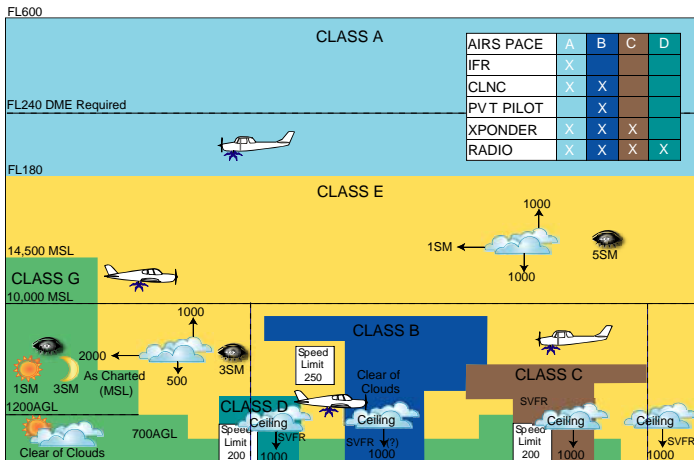
Special VFR is allowed within the lateral boundaries of *surface based* Class E, D, C, and some B airspace. Normally, at least a Private Pilot Certificate is required to operate in Class B airspace. (Recall that "except" is the first word in the regulations! And, there are exception.)

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.

Winter Ground Schools

We are taking names for the winter 2006 Private and Instrument ground schools. Please call the front desk to let us know if you will be interested and which days or the week will work best for you. Both ground schools will begin the first or second week of January 2006.

Ground schools are held Mondays and Wednesdays or Tuesdays and Thursdays from 6:30 PM to 9:30 PM for 8-10 weeks. We will look forward to hearing from you!

The Flying Gourmet

by Jim Jellison

I don't know if you are like me but I like open space, hate crowds, and can't tolerate standing in lines. Maybe it's because of my years of military service, but now that I'm a civilian I don't do much of anything I don't really want to do. I had read about the EAA Air Venture in Oshkosh, seen pictures, and even talked with people who have attended, but I was afraid of all the hassle. All I can say is, don't be afraid, after 54 annual air shows the EAA really has their act together. First, I expected a massive traffic jam on the highway which didn't happen! Then, I was sure parking would be next to impossible but it wasn't! I parked across the street from the EAA museum where I boarded a bus that took me to the main entrance. I never waited in a line more than 5 minutes the entire three days that I attended!

What an experience! I got to see, in person, Patty Wagstaff, Steve Fossett, and Mike Melvill, (the first to pilot SpaceShipOne into space). Also there was Bob Hoover, Dick and Burt Rutan, Chuck Yeager, Cliff Robertson, and Scott Crossfield. The war bird area was filled with everything imaginable, including a MiG -21, a Junker JU-52 and there were more AT-6's and P-51's than I could count. I especially enjoyed getting up close to the famous Spitfire, both the single seat and two seat trainer version. The air shows were exciting and I was awe struck to see a F-16, F-4, P-38 and a P-51 flying in formation. That Phantom had to be on the ragged edge of stalling! Patty Wagstaff's (I liked her better as a brunette) performance in the Extra was breathtaking and the Aeroshell Aerobatic Team was terrific.

Now about Wisconsin, the dairy state where you can't order a meal and not get cheese added to it in some form or fashion. If you have seen the new Wisconsin quarter, it has a dairy cow, a wheel of cheese, and an ear of corn on it and that just about sums up the state. I stayed in a beautiful little village of Lomira, population 2,233, about 38 miles south of Oshkosh off highway 41. There were only two places to eat in town (if you don't count Burger King and Mickey D's) Susie's Home Cooking and Bublitz's Family Restaurant. Both were excellent. Susie's serves breakfast anytime and the Bublitz's Family makes great home made pie. It is worth the trip to Wisconsin just for the food, and to see all the neatly kept dairy farms and the miles and mile of corn. I should also mention that the people of Wisconsin all seemed very friendly and welcomed the EAA visitors with banners on almost every business and marquee.

Oshkosh is about 1,800 air miles from OAK at least that was the number of frequent flyer miles I got from United.

Start Procedures for Fuel Injected Aircraft

Our chief mechanic, Mike Arraiz, and I were having a heated discussion on start procedures for fuel injected aircraft with Lycoming engines. I pointed to the pilot operating handbooks for every fuel injected aircraft I had flown. The basic cold start procedure calls for the following start procedure:

Throttle—Open 1/4 inch
 Mixture—Idle Cutoff
 Master—On
 Fuel Pump—On
 Mixture—Advance to full rich until fuel flow gauge shows 3-5 gallons per hour then full lean.
 Fuel Pump—Off
 Magnetos— Both
 Mixture—Advance to full rich as engine catches

With this start procedures I have had trouble starting the Cessna 182.

Mike claimed that his start procedure which he had been using successfully on the Arrow, C182s and the C172s was as follows:

Master—On
 Throttle—Open 1/2 inch
 Fuel Pump—On
 Mixture—Full Rich
 Fuel Flow stabilize
 Fuel Pump—Off
 Magnetos—Both

He followed up by calling Lycoming and the person at Lycoming had a completely different start procedure. But what he told him in a nutshell is if you have a start procedure that works for you then keep using it. I have found that with N51732 Mike's start procedure works really well for the first start of the day. If the aircraft is warm at all then the hot/flooded start procedure in the P.O.H. is the one to use.

With all of this being said, if you have a start procedure that is working then continue to use it, however if you are having trouble then talk with a flight instructor or email me at lysa@ahart.com for assistance.