

JETSTREAMS

AHART AVIATION SERVICES

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Happy New Year! We are really looking forward to an exciting 2006 here at Ahart Aviation. We have new aircraft on the horizon, additional ground schools and FAA Safety Seminars being scheduled for each month. This winter, Ahart in conjunction with Abrams Aviation Seminars will be hosting a CFI refresher course as well as a recovery from extreme attitudes ground school and flight training program!

With the days being shorter and the weather being less predictable please be sure to do thorough weather briefings prior to all cross country flights and maintain night currency when traveling with passengers. We have seen a large increase in instrument students and would also encourage all instrument rated pilots to maintain currency and set and stick to safe personal minimums.

Safe Flying!

~Lysa Wollard

December Achievements

Mike Oppido

Solo
Sean Wilson

Todd Wallis

Solo
David Gregory

Nathan Colton

Solo
Adam Jessup

Chris Bavelock

Private
Sean Wilson

Bill Green

Private
Ivan Szeto

Troy Wilhite

Private
James Hubbard

Creighton Woods

Private
Lysa Wollard

Derek Sellers

Instrument
Adam Jessup

Mike Stern

Comm/SEL
Neal Beuerman

Matt Tabernack

ATP

CFI OF THE MONTH—Neal Beuerman

Winter Ground School Schools and Flight Safety Seminars

The Private Pilot and Instrument ground schools are both scheduled to begin the week of January 16th. Please visit our website at www.ahart.com for course descriptions and syllabi. We are very excited to have Fred Abrams return to teach the Private Pilot course and Bill Komanetsky return to teach the Instrument course! The instructors will thoroughly prepare students for the oral and written FAA exams as well as lead students through a complete and intricate cross country flight planning operation. While the ground schools are not required, students who complete the courses definitely benefit from the additional instruction and class room setting. This is evident in their high test scores.

Fred Abrams has also assisted in putting together another FAA flight safety seminar entitled "Glass Cockpit". This seminar is free of charge and will qualify for the Wings program. The course will be held on Wednesday January 11th at 7PM. These events tend to fill up quickly so please let us know if you will be attending.

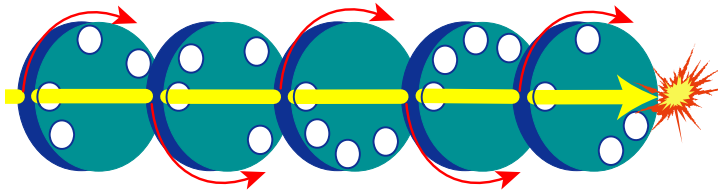
Risk Assessment Management Anatomy of an Accident

By Terry Lankford

The National Aeronautics and Space Administration (NASA) has developed “precursors” that precede and indicate or suggest that an incident or accident will occur. (Sometimes referred to as a “chain” of events.)



NASA's ACCIDENT PRECURSOR SCENARIO



Alignment = Incident or Accident

Most accidents can be attributed to a series of, relatively insignificant, factors that when taken together cause an accident. Each “wheel” represents one precursor. It might be physical incapacity, poor judgment, aircraft deficiency, failure of the ATC system, the weather, or other factors which of themselves would not create an incident or accident, but when taken together create a potential for disaster.

A seven year old girl accompanied her father and the pilot in command departed in an attempt for a “so called” trans-continental record involving 6660 miles of flying in eight consecutive days. The first leg, about eight hours, had been completed the previous day, which began and ended with considerable media attention.

On the second day they participated in media interviews, preflight, and then loaded the airplane. The pilot received a weather briefing which included weather advisories for icing, turbulence, and IFR conditions, due to a cold front moving through the area.

The airplane taxied in rain for takeoff. While taxiing

the pilot was informed that the wind was 280° at 20 gusting to 30 knots. A departing Cessna reported moderate low-level wind shear. The pilot had to obtain a special VFR clearance. The airplane departed toward a nearby thunderstorm and began a gradual turn to an easterly heading.

Witnesses described the airplane's climb rate and speed as slow, and observed the airplane enter a roll and descent that was consistent with a stall. Density altitude was 6670 ft. The airplane was 84 pounds over maximum gross weight.

The NTSB determined the probable cause was the pilot's improper decision to takeoff into deteriorating weather. Density altitude was higher than the pilot was accustomed, resulting in a stall caused by failure of the pilot to maintain airspeed.

They were on a tight schedule. Publicity events had been scheduled in advance. The first precursor was the need to keep a time schedule (“get-home-ites”). The pilot was fatigued from the previous day's flight and obtained little rest during the night. Precursor two was pilot fatigue. The next precursor was a high density altitude takeoff with an airplane over gross weight. The fourth precursor, the weather, with low ceilings and visibility, gusty winds, wind shear, turbulence, icing, and thunderstorms. A fifth precursor was the pilot's attempt, under adverse conditions, to maintain control of the airplane. We will never know what exactly happened, but airplane control was lost. The “deck” was stacked against them.

Like most accidents, the breaking of any individual link could have prevented the accident: time schedule, pilot fatigue, gross weight and density altitude, and the weather. Had the weather been clear and calm, the pilot might have gotten away with fatigue, over loading the airplane, and lack of experience with high density altitude. Add the pressure of flying from the right seat, with a novice student in the left, in less than basic VFR conditions. Even a slight, momentary distraction under these conditions can have serious consequences. All of these factors aligned the precursors, resulting in a fatal accident.

The Flying Gourmet

by Jim Jellison

I have always wanted to fly myself across the United States and this last trip was no exception. However, the crew of the United Airlines jet wouldn't let me in the cockpit! So instead I had to settle for an up-grade to first class and a window seat. I was going to Washington D. C. on the government's nickel, a business trip to attend a conference, and an opportunity to visit with my sister who lives in the area. I went early with the intent to have some free time to squeeze in a visit to the Steven F. Udvar-Hazy Museum at the Dulles International Airport.

What a funny name for a museum and who was or is Steven F. Udvar-Hazy? Well Mr. Hazy is chairman and CEO of the International Lease Finance Corporation that handles the leasing of aircraft for the airlines, which as one can imagine runs into billions of dollars a year. Mr. Hazy is also an aviation enthusiast which prompted him to donate \$65 million to the building of the museum which bears his name. By the way, his donation was the largest ever given to the Smithsonian Institute by an individual.

It doesn't cost anything for you to tour the museum but you will have to part with \$12.00 for your car to visit. At the entrance any bags or purses are subject to search, due to an attack made on the Enola Gay, and no eating, drinking, or chewing gum is allowed. The first thing that struck me was the sheer size of the building which is 760,000 square feet, three levels, and ten stories high.

It would be impossible to describe my wonderful visit in just 500 words. The obvious stand-out displays are the Boeing Dash 80 (prototype of the 707), the Concord (SST), the Enola Gay (B-29 that dropped the 1st Atomic bomb) and the Space Shuttle Enterprise. But what impressed me the most were some of the "last one in existence" displays. Planes like the German Dornier Do-335A-1 Pfeil which marked the pinnacle of piston engine development. The Pfeil (Arrow) was a twin engine, push/pull arrangement, single-seat fighter capable of 474 mph! Another is the Japanese WWII naval fighter Kawanishi N1K2-Ja Shiden Kai, known by U.S. Forces as the "George". There is only one place in the world where you will ever see these remarkable aircraft and that is at the Smithsonian Institute.

My sister and I were very lucky, for some reason the museum wasn't crowded. We visited on a Sunday and we were even able to ride the flight simulators. For \$7.00 they are worth riding if there isn't a line. If there is a line I do recommend the aircraft over the space shuttle simulator.

As far as food goes I was a little disappointed as there was only a Mickey D's located on the premises. I had to remind myself that children tour this museum by the bus load so therefore the cuisine has to match their taste or lack thereof. Let's just hope that the little darlings develop a greater appreciation for aviation than they have for food from their visit to this historic treasure house.

Notes from the Maintenance Shop

Over all Ahart Aviation has maintained a very low loss ratio with our insurance company. This low loss ratio has helped in significantly reducing our insurance premiums. However, over the past couple of months three Ahart aircraft have been damaged. One while taxiing, one when being pushed back into it's space and the other with a very hard landing that caused the fire wall to bend. In light of these damages we would like to request that our pilots take extra caution when operating the aircraft. Each parking spot on the flight line has been labeled for either Cessna or Piper aircraft this was done to eliminate the possibility of pushing an aircraft wingtip into another aircraft wingtip. We have staggered the Cessnas and Pipers so that each row has the high wing aircraft parked next to low wing aircraft. The far east row is to be used for the Cessna 152s only as they have shorter wing spans. If you are not clear on the parking please ask any flight instructor or mechanic to show you. Also remember there is a \$2500 deductible on all accidents/incidents in a single engine aircraft and a \$5000 deductible for the Seminole.

The maintenance staff has requested that when returning an aircraft to it's parking spot we use the tow bars as opposed to pushing down on the tail to maneuver the plane. We will be ordering tow bars for the Cessna 152s this month. As a reminder, please do not drive any aircraft through the tie downs to park them, this practice is not allowed at Ahart.

If you are out at a plane and find that you are low on oil, there is a box on the flight line that has quarts of oil, rags and funnels. Hangared aircraft have oil either in the hangar or in the storage compartment of the plane.

Over all we are pleased with the care our customers take of our aircraft and thank you all for taking the time and energy to return the aircraft in good condition.

