

# JETSTREAMS

## AHART AVIATION SERVICES

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*This Sunday we will all set our clocks back by one hour which will result in more daylight in the morning hours and less in the evening hours.*

*When scheduling late afternoon flights be sure to keep this in mind. Night currency is the responsibility of the pilot, our scheduling program keeps track of flight reviews, Ahart currency requirements and medical status but it does not track night currency. Remember the FARs, in order to carry passengers at night the pilot in command must have completed at least 3 takeoffs and landings to a full stop within the preceding 90 days. If it has been a long time since your last night flight you may want to schedule an instructor to go up with you for a few stop and goes.*

*On November 3rd office hours changed to 8AM to 6PM Monday thru Sunday.*

*As always, Happy and safe flying!*

*~Lysa Wollard*

## October Achievements

Steve Gerace  
Private  
Chris Pita

Marlon Talabucon  
Private  
Nick Beesley

Tyler Mason  
Private  
Jeremy Sheldon

Jender Chung  
Private  
Steve McEachern

Jeremy Sherlock  
Instrument  
Tim MacHugh

Rohan Sinha  
Instrument  
Nick Beesley

Siddhanth Luthra  
Instrument  
Nick Beesley

Puneet Dhawan  
CommSEL  
Chris Pita

Chief Part 141 Instructor  
Tim MacHugh

**FLIGHT INSTRUCTOR OF THE MONTH:  
James Hubbard**

## Private Pilot Ground School

The Winter Private Pilot Ground school has been scheduled for January of 2008. This course will begin on Monday, January 7, 2008 and continue each Monday and Wednesday from 6:30PM to 9:30PM for 11 weeks.

Spencer Thomas has been teaching the course for the past 2 years and has agreed to again teach the winter class. He has been flying for 10 years and instructing for the past 3 years. Spencer's experience and enthusiasm have made him one of our most popular instructors.

The class will cover the Jeppesen

private pilot materials, the current Federal Aviation Regulations along with weather, radio navigation and flight planning. Students will be thoroughly prepared for the FAA Private Pilot Written test as well as the oral exams.

The cost of the class is \$350, and remember, once you pay for the class you may retake it or any portion of it as many times in the future as you would like at no additional cost.

To register please call the front desk at 925-449-2142 or you may register directly through schedulepointe.

# Airport Operations Part II Uncontrolled Airports

by Terry Lankford

Summer transitions into the winter season in November and December; winter changes to summer patterns during May and June. Occasionally, weather from one seasonal pattern overlaps into the other. This is especially true during the transition months.

Winter weather in California is influenced by the Pacific Ocean, the coastal range, the lower elevation valleys—with numerous openings to the coast, the Sierra Nevada, and the higher, drier, interior valleys, and plateaus and deserts of western Nevada.

The North Pacific ocean spawns maritime polar air masses—cold, moist, and conditionally unstable moving down from the northwest. The coast is affected by maritime tropical air masses—warm, moist, and unstable moving in from the southwest. Continental polar, and sometimes arctic, air masses develop over Canada. These push down into the United States, sometimes reaching as far south as California brings cold, dry, and stable air.

Fronts approaching from the northwest are usually associated with colder, more unstable air masses and produce cumuloform clouds with showers and considerable clearing behind the fronts. These storms are accompanied by strong southerly winds ahead of the front shifting to westerly with frontal passage. Behind the fronts abundant moisture, surface heating, and unstable air tends to trigger isolated or scattered thunderstorms.

Low ceilings and visibilities accompany frontal systems and low pressure areas. Fronts from Pacific storms usually lower ceilings and visibilities for four to twelve hours before frontal passage. Because of abundant low-level moisture and an upslope flow, the mountains normally take 24 to 36 hours longer than the coastal sections or valleys to clear following frontal passage.

Freezing levels in California typically range from 5000 to 8000 ft. in the north to 12,000 ft. in the south. Icing problems exist mostly with winter fronts and cold lows aloft. With flight altitudes often governed by terrain, freezing levels are a real concern in flight planning. Additionally, in the mountains and high plateaus the freezing levels may reach the surface.

Storm systems that approach from the west—the central Pacific—tend to be weak. These systems often appear on the surface analysis chart as cold fronts with waves or stationary fronts. These systems might extend well into the Pacific. They bring poor, but seldom severe, weather with prolonged precipitation for several days. There is little clearing between successive systems.

Weather systems approaching from the southwest are likely to be associated with air masses of relatively higher temperature and moisture content—storms with a “pineapple connection” or the “pineapple express” (from the latitude of Hawaii). These storms are accompanied by substantial cloud layers and bands of precipitation. If the air is stable, widespread area of steady, heavy precipitation occur; unstable air produces heavy rain, rainshowers, and thunderstorms. Freezing levels are usually high, often above 8000 to 12,000 ft even into northern California. They are often associated with, or only depicted, as an upper-level low. Their movement tends to be erratic, producing poor weather that can persist for days.

Arctic fronts, descending out of Canada, moving southward or southwestward may result in cold polar air pushing across the mountain barriers all the way to the coast. This, normally, only occurs a few times over a period of several years. Snow and freezing rain may accompany the front—especially in mountain valleys, or skies may be clear if the air mass contains little or no moisture.

Upper level weather systems can bring the weather down to the ground. Since these systems can be slow moving, the weather may be unflyable for days. Clouds tend to develop in bands. These normally show up well on satellite imagery. Thunderstorms are not frequent, but they do occur. Thunderstorms accompany the cold air of cut-off lows; but are rarely severe.

Strong pressure gradients regularly develop behind frontal systems. High pressure over the Great Basin often produces a strong off shore flow. Winds accelerate through mountain passes. This is especially true of the coastal ranges of central and southern California. Combined with lower pressure off shore “Santa Ana” winds—named for the southern California community, produce strong gusty winds, severe turbulence, and crystal clear skies—except in local areas of blowing dust and sand. The Santa Ana may only last a day or two, or may persist for a week.

Fog in the winter not only affects the VFR pilot, but the IFR pilot as well, as near zero-zero conditions of ceiling and visibility are not uncommon. As high pressure aloft moves over the area, cold air becomes trapped in the interior valleys. Surface winds become light and skies clear following the front, nighttime radiational cooling increases over the interior valleys. Moisture is supplied from the surface, still damp from the preceding storm. Because of turbulent mixing the most widespread and dense fog develops the second day after frontal passage. It may take days, or even weeks, before sufficient warming occurs to dissipate the fog. Occasionally, another frontal system must move into the area to destroy the temperature inversion and end the fog and low stratus. The Sacramento and San Joaquin Valleys are typical areas for this condition.

In California’s Central Valley the low fog is known as “Tule Fog” with tops usually less than 3,000 feet. (“Tule” [tô’lê] is a Spanish word for *bulrush*, a marsh plant that grows during this season.)

When winds aloft blow in excess of about 40 knots, approximately perpendicular to a mountain range, and speed increases with height in a stable atmosphere a mountain or standing wave can develop. Turbulence can be severe. Up and downdrafts occasionally reach 3000 ft per minute. Downdrafts may dip to the surface on the leeward side of the mountains. Cap clouds hug the tops of the mountains and appear to flow down the leeside. They are indicators of strong downdrafts and severe or greater turbulence. Altimeter errors may exceed 1000 ft. Large waves may extend hundreds of miles downstream. Mountain wave activity typically can be seen on visible, and sometimes infrared, satellite imagery. With lack of adequate moisture, waves occasionally occur in clear air. Major waves occur east of the Sierra Nevada. Smaller waves can develop over any hill or mountain.

## Flying Gourmet goes to the Gold Country

by Jim Jellison

It had been one of those cold and rainy weeks but the weather forecast said that there would be at least a couple of nice days coming up so my wife and I departed for a little get away to the Gold Country. Jackson/Westover has always been sort of a strange little airport. The recommended runway is 19, and since it is uncontrolled, a left pattern should be flown for the approach. You know, it's funny, I've been flying up there for years and I don't ever remember the wind actually blowing down runway 19. You most always have at least a quarter cross wind from the right. This time was no exception. Upon flaring I had a little trouble keeping the center line in the middle of the wind screen. Oh well, any landing you can walk away from.....

The taxi from Pioneer Taxi Service was quick to arrive and off we went to the Imperial Hotel in Amador City. I had made reservations and much to my surprise we arrived within 10 minutes of our ETA. We got the best table in the house, the one with the garden view, and started off with a delicious house salad. The menu changes frequently, but no matter what you order you can't go wrong. My wife and I have been coming to the Hotel for years and haven't been disappointed yet. I had the Niman Ranch Filet Mignon with gorgonzola and my wife the Rosie Chicken Breast with Meyer lemon and herbs. They were both excellent as was the glass of cabernet that I was able to enjoy since this visit we had decided to stay overnight and enjoy one of the six guest rooms upstairs.

### Notes from the Maintenance Shop

One of the first inspection any pilot makes when going out to fly a plane is the AROW (Airworthiness, Registration, Owner Manual and Weight and Balance) check. The FAA requires that each of these documents be on board prior to any flight. Our maintenance crew has gone to each aircraft to ensure that these documents are onboard and in good condition. In doing so, we discovered that some of the airplanes had missing certificates or damaged operating manuals with missing pages. All certificates have been replaced and the operating manuals are in the process of being made whole. In some cases we are replacing the entire manual and in some cases just adding missing pages. The goal is to keep all of the documents intact from this point on.

Please be sure to do an AROW check as a part of every preflight and let us know immediately if any documents are missing or damaged.

We stayed in Room One which featured a queen canopy bed and sitting area with wood floor and French doors that opened onto a balcony overlooking Main Street. The room had a very high ceiling, typical for its day back in the 1870s, and the original brick walls. We found it a little chilly when we entered and were wondering if we were going to be warm enough. While I explored the bath room my wife found the space heater and soon made our room warm and cozy. The bath has a separate heater and even a heated towel rack. The bed was like sleeping on a cloud and after a large dinner and dessert we were ready to call it a night. This hotel may not be to everyone's liking, as there are no phones or TVs, just a small library, for entertainment, located outside the guest rooms on the landing.

In the morning I found coffee and scones on the table outside our room and that was just the teaser for what awaited us downstairs in the dining room. Black forest ham, fresh squeezed orange juice, quiche, fresh fruit, more coffee and breakfast breads. When they advertised a full gourmet breakfast included with a nights stay they were not kidding! As you can tell, both my wife and I would recommend an overnight stay at the Imperial Hotel or dinner at the very least!

### Leaseback Opportunities at Ahart Aviation

As many of you may have noticed, we have had a large increase in business at Ahart Aviation over the past couple of years. Our training airplanes are flying an average of 100 hours per month and customers often find it difficult to get on the schedule. We anticipate the demand to continue for the next several years due to increases in demand for pilots in the United States and Asia and Europe. In response to this demand we have been slowly increasing our fleet and plan to continue doing so. Several customers have expressed interest in leaseback opportunities. As of now we would be interested in Cessna 152s and Cessna 172s as these are the planes with the highest demand.

Ahart has a standard leaseback agreement where the owner of the airplane leases the plane to Ahart Aviation. We provide the customers and maintain the airplane as well as provide a hangar or tiedown and insurance. Each month a revenue and expense report are generated for the leaseback owner. If you are interested in more information regarding the leaseback program please contact either Lysa or Bill.