

JETSTREAMS

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This is one of the most beautiful times of the year for flying. We have nice clear cool days which the airplanes love. With twilight coming earlier and earlier though, pilots need to be aware of the night currency and students need to schedule solos so they return before sunset. The office hours will change on November 1st at that time we will be open from 8:00 AM to 6:00 PM seven days per week. Pilots can still schedule earlier or later so long as they remain night current.

Ahart is interested in adding a couple of Cessna 172s to our fleet. If you are considering a leaseback option, this would be a great time! Just get in touch with Bill or myself for details on the leaseback program.

As always, Happy and safe flying!

~Lysa Wollard

September Achievements

Matt Miller

Solo

Nick Beasley

Gaurav Anand

Solo

Steve McEachern

Shabez Virk

Solo

Jeremy Sheldon

Ryan Densberger

Solo

Jeremy Sheldon

Morgan McCleve

Solo

Nick Beasley

Nigel Fernandez

Solo

Jeremy Sheldon

Peter Linde

Private

Bill Komanetsky

Sherman Perry

Private

Bill Komanetsky

Dan Dunkly

Private

Tim MacHugh

Kevin Fridie

Private

Spencer Thomas

Chris Saulit

Private

James Hubbard

Li-Cheng Hsiung

Instrument

Eddy Netcher

Puneet Dhawan

Instrument

Eddy Netcher

Chia Hao Chang

Instrument

Tim MacHugh

Chris Pita

CFI

James Hubbard

Jeremy Sheldon

CFII

Bill Komanetsky

Chief Pilot Part 141

Tim MacHugh

**FLIGHT INSTRUCTOR OF THE MONTH:
Tim MacHugh**

Aircraft for Sale

1979 Cessna 172N—\$50,000

For individual purchase or to be kept on leaseback at Ahart

Call or email Lysa at 925-449-2142 or lysa@ahart.com

Flying Gourmet

by Jim Jellison

Now that the wild fires are mostly out in northern California (at least for the time being) it was time to go flying. After reading Lane Wallace's article "One of Each, Two of Most: Auto Mall Meets LSA" in the September issue of Flying magazine I thought I would combine lunch with something interesting to investigate. So on a recent Friday morning I took off from work and headed to Salinas for lunch and a visit to LSA West.

Like many of you, I enjoy reading Lane's stories and I agree with her skepticism about light sport aircraft. When I got into flying, many years ago, I learned to fly a Cessna and later came Pipers, Mooney's, Diamonds, and a Maul. I never wanted to fly any craft that wasn't FAA certified airworthy. I know LSA's are certified but not to the same standards (just read the placard posted on the instrument panel in front of the passenger). Still, they are interesting and affordable (if \$100,000 is affordable to you!). LSA West is a great place to visit and the folks down there will answer any question you may have and as Lane pointed out LSA West provides the opportunity to compare several manufacturers' products side by side. However before I would go out and plunk down \$100,000 I would wait and see who, out of the many manufacturers, is going to survive to support their product in the future. You know, as well as I, that only a couple of these companies are going to make it!

Now for my lunch, I landed on runway 26, rolled out to taxi way Golf, and from there it was a straight shot to transient parking in front of the light green, two story, terminal building. The lobby of the terminal building is very modern, tastefully decorated and comfortable. Here you will find the information counter for LSA West as well as the entrance to the Landing Zone Restaurant. The Landing Zone has the usual hamburgers that we all love (but shouldn't eat). They have the 747 which is a 1/3 pounder, an F-16 which is also 1/3 pounder and has bacon and BBQ sauce. Both are served with Salinas City Fries (Curly Q's). The restaurant is not just a hamburger joint, they also serve sandwiches, oriental dishes such as teriyaki chicken and salads.

As I sat in the window enjoying my F-16 and wiping BBQ sauce from my chin, I noticed a large brick planter directly in front of the building. It was planted full of several different varieties of cactus, which sort of gives you an idea of the average temperature and rain fall at this location. However, I did have to wait for the fog to burn off which had reduced visibility to ¼ mile and the ceiling to 100 ft just a few hours earlier. Salinas (SNS) is located a mere 64 nautical miles southeast of LVK, just outside of Monterey's airspace. So, if you are looking for someplace to go for lunch and something interesting to do I highly recommend Salinas for a visit to LSA West and some great food at the Landing Zone.

Airport Operations Part II Uncontrolled Airports

by Terry Lankford

Even more imperative than at tower airports, it's extremely important to check NOTAMS for uncontrolled fields! It can be awfully embarrassing to arrive only to find a temporary tower, airport closures, aerobatics, or parachute jumping. Check the *Airport/Facility Directory* for AWOS and CTAF frequencies, traffic patterns, and altitudes, and any supplementary notes or information (e.g. ultralight and glider operations). Almost as important is an airport diagram.

Pilots should use standard traffic patterns and procedures, and communicate their intentions on CTAF. But, remember these are ONLY recommended procedures. Be alert for non-radio aircraft. It's not unheard of a pilot to be on the WRONG CTAF frequency or just unable to handle the *communicate* portion of aviate, navigate, and communicate. Rotorcraft, gliders, and ultralights may use lower or closer patterns, or the pattern may be on the opposite side. Vigilance and situational awareness are imperative! For arrivals and departures check both sides of the runway and the departure end for possible aircraft landing in the opposite direction. I recommend and utilize a "360 degree" turn prior to taking the runway for departue.

Anti-collision light system are required to be operated, except when the pilot determines their lights would constitute a hazard. Pilots should turn on landing lights during takeoff and landing, and in the vicinity of the airport. Turn on all external illumination when taxiing on, across, or holding in position on any runway. Be alert for the pilot who taxis into position and hold for minutes, oblivious to other aircraft in the patterns—while talking to no one!

Throughout the traffic pattern, right-of-way rules apply (14 CFR Part 91.113). Airport operators routinely establish local procedures for gliders, parachutists, lighter than air, helicopters, and ultralights.

Many uncontrolled airports have instrument approach procedures and many of these end in Class G airspace. Therefore, it's possible to have VFR operations with as little as one mile visibility and clear or clouds simultaneously with IFR approaches. An aircraft on an instrument approach does NOT have the right-of-way just because their on an IFR flight plan.

Operational Considerations


- Check NOTAMS.
- Announce your position and intentions on CTAF.
- Turn on all available lights.
- Watch for non-radio aircraft (pilot may be on wrong frequency).
- Avoid holding on the runway.
- Watch for non-standard or wrong pattern (departures and arrivals).
- (VFR) Be aware of possible IFR operations.
- (IFR) Be aware of possible VFR operations.

Be courteous. Courtesy is just as contagious as "pattern rage."

(See chart on next page)

Airport Operations Chart

Pilot and Flight Crew Procedures During Taxi Operations

	<h4>Conduct Pre-Taxi Planning</h4> <ul style="list-style-type: none"> • Study airport diagram BEFORE taxi • Identify complex intersections • Plan timing of checklists • Listen to and copy ATIS 	<h4>Write Down Taxi Instructions</h4> <ul style="list-style-type: none"> • Write down complex taxi instructions to reduce pilot's vulnerability to forgetting or making a mistake
<h4>Maintain Situational Awareness</h4> <ul style="list-style-type: none"> • Know where you are and where you are going! • Monitor ATC instructions to other aircraft • Look TWICE before crossing intersecting taxiways or runways • Be vigilant if given "position and hold" clearance • Use extra caution at night or during reduced Visibility • Be extremely cautious when using a runway as a taxiway • "Heads UP" exiting the runway if exit intersects another runway 	<h4>Coordinate Crew Communications</h4> <ul style="list-style-type: none"> • On taxi instructions for takeoff • On landing and hold short clearance • On ATC instructions to parking • On identifying runway intersections • Before crossing hold short lines • Identifying the correct departure runway and course • On performing "Heads DOWN" tasks 	<h4>Maintain the Communication Loop</h4> <ul style="list-style-type: none"> • Maintain a "sterile cockpit" • Use standard ATC phraseology • Focus on what ATC is instructing • Read-back all hold short and crossing ATC instructions • Always clarify any and ALL misunderstanding or confusion concerning ATC instructions or clearances <p>REMEMBER WHO IS PILOT IN COMMAND!</p>



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