

JETSTREAMS

AHART AVIATION SERVICES

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August always seems to be the hottest month of the year around here. As the temperature increases, density altitude becomes more and more important in your flight planning.

I was flying with a student the other day in a Cessna 152 with full fuel. On the climb out we noticed that we were climbing at about 300 feet per minute and had just reached 1700 feet msl at the two mile right base point. The tachometer showed 2400 rpms and all gauges were in the green but it was over 100 degrees Fahrenheit. Upon return I calculated the density altitude, it was around 4500 feet. This explained the slow climb rate. If we had taken off at a mountainous airport the density altitude would have been higher and we likely would not have been able to climb out at all.

Just one more reason to do proper flight planning prior to all flights!

Happy and safe flying,

~Lysa Wollard

August Achievements

Jeffrey Omgs
Solo
James Hubbard

Bob Laing
Solo
Nick Beesley

Joel Franklin
Solo
Brian Dreger

Chien-Te "Jender" Chung
Solo
Steve McEachern

Gian Paul Severo
Solo
Spencer Thomas

Salvador DeCastro
Solo
Spencer Thomas

Amit Sood
Solo
Nick Beesley

Chris Davenport
Private
Lysa Wollard

Jaffery Chang
Private
Lysa Wollard

Paul Thomas
Private
Spencer Thomas

Billy Seaward
Private
Spencer Thomas

Brian Puckett
Instrument
Chris Wright

Katherine Ramos
Commercial—SEL
Keith Breton

Joe Santos
Commercial—SEL
Spencer Thomas

Brian Reid
Commercial-MEL
Bill Komanetsky

Anthony Porta
Certified Flight Instructor
James Hubbard

Andrew Foo
Certified Flight Instructor
James Hubbard

Nick Beesley
CFII
Bill Komanetsky

Stanley Miller
CFII/MEI
Dave Gregory

**FLIGHT INSTRUCTOR OF THE
MONTH:
Eddie Netcher**

Airport Operations Part 1 Airports with an Operating Control Tower

by Terry Lankford

We should all know that we must maintain two-way radio communication with the tower, or appropriate ATC facility, while operating in Class B, Class C, and Class D airspace. Initial call up should be made about 10 miles from the airspace boundary. When a tower is in operation in Class E or Class G airspace (as advertised in NOTAMs), communications must be established prior to 4 nautical miles from the airport, up to and including 2,500 feet AGL.

If the aircraft radio fails in flight, a pilot may operate the aircraft and land in Class D, E, or G airspace if weather conditions are at or above basic VFR weather minimums, visual contact with the tower is maintained, and a clearance to land is received—appropriate light signals. However, remember the first axiom in Air Traffic Control: "No surprises!" If at all possible, land at an uncontrolled airport, contact the tower by phone, and agree on a procedure to enter and land at the airport.

Myth

Once the controller has radar identified the aircraft, radar monitoring and separation will be provided.

Many towers are equipped with radar displays. These are intended to enhance effectiveness and efficiency of the local controller—the controller responsible for operations on the runway and within the surface based airspace. Depending on location, they may or may not be intended to provide basic radar service. For example, in certain Class B and Class C areas the local controller may provide Class B or Class C services for departing VFR aircraft. Otherwise, the local controller may provide radar advisories to the extent possible. But, the local controller has primary responsibilities for visually scanning the airport and local area.

The controller's primary means of providing services is *visual*. Discrete beacon codes will not be assigned. However, pilots may be asked to "IDENT" and controllers may issue general traffic information. For example, "Follow the aircraft

ahead on a two mile right base;" or "Cessna passing left to right." Their display "highlights" aircraft squawking 7600 (radio failure) and 7700 (emergency). Their display may have significant limitations—such as "blind spots," and like any other radar system in no way relieves pilots from their "see and avoid" responsibility.

The accurate reporting of the aircraft's position and altitude is essential to the safe and efficient flow of traffic. It might not be a bad idea to consider that radar will alert controllers when a pilot "fibs" about the aircraft's location or altitude!

Myth

ATC separation is provide to all aircraft operating within Class D airspace.

Within Class D airspace the controller only has a regulatory requirement to separate aircraft on the runway! Although most controllers will assist pilots in avoiding other aircraft in and around Class D airspace, it remains the pilot's responsibility to see and avoid.

Airport diagrams are a necessary tool in maintaining situational awareness and preventing runway incursions, even at smaller Class D airports. Airport diagrams are contained in the *Airport/Facility Directory* (the Green Book) and *Instrument Approach Procedure* (IAP) Charts. Airport diagrams are also available from the Internet and commercial publications.

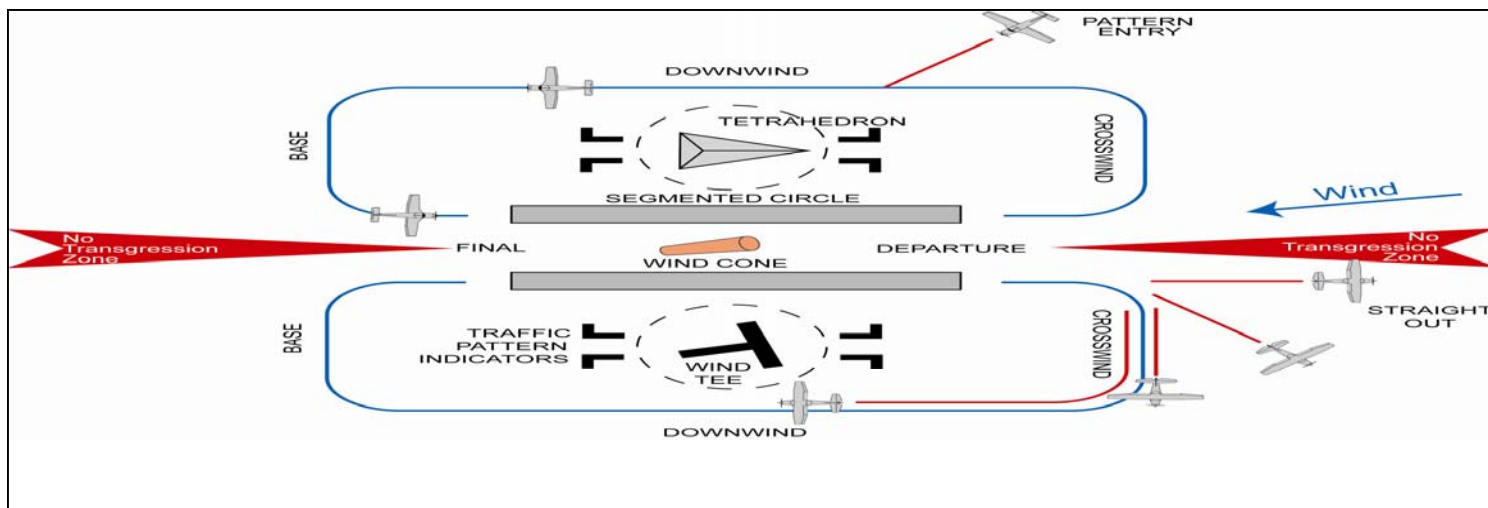
Basic Traffic Pattern Operations

Landing

Enter the pattern in level flight, abeam the midpoint of the runway, at pattern altitude. Maintain pattern altitude until abeam the approach end of the runway. Complete turn to final at least 1/4 mile from the runway.

Departure

Climb straight ahead until beyond the departure end of the runway. Commence turn beyond the departure end of the runway approximately 500 ft. AGL, or within 300 ft. of pattern altitude. Departing the pattern: continue straight out; exit with a 45° turn (standard); exit with a 90° turn (crosswind); exit on the downwind leg.



Flying Gourmet

by Jim Jellison

One bright and beautiful Friday morning recently I kicked the tires on the Arrow and set off for an adventure to Oroville. I checked with DUATS prior to my departure and found that Beale Air Force Base had two TFRs in affect for the airspace 4,100 feet to 18,000 feet in a ten mile circle for the AM hours. I decided to fly northeast, then north, and finally northwest to pass Beale's airspace to the east then come back around to Oroville. It took me a few miles out of my way but the Arrow's speed mitigated that.

My "California Pilot's Guide" stated that there was food on the field at the Table Rock Restaurant located on the golf course. It sounded to me that it might have some possibilities so that was the destination that I set my sights on. As you probably know yourself, golf course restaurants are all over the map when it comes to quality of food and atmosphere. I have been to some that are Four Star and others that are nothing more than a shack that serves beer and hotdogs. Unfortunately for me, the Table Rock Restaurant fell into the latter category. I really didn't want a Pepsi and chilli cheese dog for breakfast so it was time to break out the Guide and find the phone number for the local taxi and get a ride to town.

When my cab arrived I asked, Robert, my driver to take me to the best place in town for breakfast. He suggested one of the two Indian Casinos in town "Gold Country" or "Feather River." But I insisted that I wanted a place where the locals go. As I wanted to get some local color rather than the glitter of the casinos. Robert thought about

it for a minute and decided that Cassidy's was the place that should meet all my requirements. In just a few minutes we pulled up in front of Cassidy's Family Restaurant. I paid the \$8.50 fare and waved goodbye to Robert. From the outside the restaurant was rather uninspiring. It looked like a Denney's, but what the heck! I was there and I was hungry!

I was seated in a window seat (not that there was much to see outside the window) as the real action was in the restaurant itself. Coffee was served almost immediately, which to me is a good sign for a breakfast establishment. The breakfast special that was advertised was the chicken fried steak and eggs for \$6.45. The 5AM to 7AM special caught my eye, it was a Harris Ranch steak and eggs for \$3.99, but alas I was too late and had to settle on the former.

According to Robert, the cab driver, other than the local farmers the residents of Oroville are either retirees or folks getting by on welfare. I don't mean to say anything disparaging about the good people of Oroville, but they do seem to be a testament to the fact that a lot of Americans are a little over weight. The chicken fried steak and eggs were delicious and maybe that has something to do with the width of denim in Oroville? After a second cup of coffee, I called a cab and back to the golf course I went. If you are a golfer, the good news is that you can taxi up to the golf course, right off runway 19.

Private Pilot Ground School

Ahart Aviation is pleased to announce the start dates for the Fall 2007 Private Pilot Ground School. Classes will begin on Monday October 1st and will be held every Monday and Wednesday from 6:30 to 9:30 PM for 11 weeks. Fortunately for us Spencer Thomas has offered to teach the course again. His experience and instructing skills have made him a very popular and respected instructor. Spencer will cover the Jeppesen Private Pilot Manual along with the current FAR/AIM, flight planning and weather deciphering. Upon the successful completion of this course, the student will be thoroughly prepared for the FAA written exam and the FAA oral portion of the practical exam.

The cost of the course is \$350, once you pay for the course you may take it as many times as you would like. Please call the front desk to register.

Instrument and BFR Ground Schools

We are now accepting names for a Fall or Winter 2007/2008 Instrument Ground School. We are also gathering names for a possible Biennial Flight Review course. I

f you would be interested in registering for either of the courses, please contact the front desk at 925-449-2142 or email Barbara Blissert at barbara@ahart.com. We will then place you on our list and once we have a minimum number of interested students will call you with an official start date.