

JETSTREAMS

AHART AVIATION SERVICES

AHART AVIATION SRVC

186 Airway Blvd.

Livermore, Ca. 94551

TEL: 925.449.2142

FAX: 925.373.0944

ahart@ahart.com

www.ahart.com

June 2008

We cannot believe that it is June already, this year is really flying by! Ahart has had it's busiest winter/spring in it's history and as always we deeply appreciate all of our customers. As we move into the Summer months and pilots are looking for flying get-away weekend trips (or longer) please be sure to book these trips as far in advance as possible. If you do have trouble getting on the schedule just get in touch with either of us and we will do the best we can to move things around so you can have your vacation. Even though we are very busy, we still want to take care of each of our customers to ensure that you get the best service possible. So please, do not hesitate to ask if you need assistance with scheduling.

We have a few events taking place this month so be sure to read page three for details.

Wishing every many sunny days this summer!

Happy Flying,

Bill and Lysa

May Achievements

Nikhil Panjwani

Solo
Casey Topalian

Ankit Malhotra

Solo
Jeff Willwerth

Vincent Chao

Solo
Jeffrey Willwerth

Jasmeet Johar

Solo
Casey Topalian

Hisham Emara

Private
Jeff Willwerth

Kurth Uhler

Private
Spencer Thomas

Abishek Kapoor

Private
Jeff Willwerth

Raj Patel

Private
Andrew Foo

Matt Miller

Private
Nick Beesley

Chris Chaddock

Instrument
Tim MacHugh

Kevin Chen

Instrument
Chris Wright

Akshay Rathee

Instrument
Jeremy Sheldon

Marcus Anderholm

Instrument
Bill Komanetsky

Justan Scibor

Instrument
Bill Komanetsky

Kyle Salem

Commercial SEL
Chris Pita

Nick Beesley

Commercial MEL
Tim MacHugh

Casey Topalian

Commercial MEL
Anthony Porta

Jender Chung

Commercial MEL
Tim MacHugh

Chris Pita

Commercial MEL
Anthony Porta

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

The New, Improved Wings Program by Terry Lankford

The FAA's General Aviation Safety (Wings) Program has been around for decades. (I've been involved with the safety program since 1975.) A significant change occurred last year. There are no more "Safety Counselors;" we now have Safety Team (FAASTeam) representatives. The program is administered and tracked through the internet at FAASAFETY.gov.

You can still qualify for a Flight Review [14 CFR Part 61.56(e)] through the program. However, specific ground and flight training requirements must be met, documented, and posted on the web. These new procedures seemed a little overwhelming—at least they did to me. So how does the program work and what are the advantages?

Attendance at a safety seminar no longer completely fulfills the ground training requirement. To supplement seminars, the program provides a number of on-line course to satisfy the remained of the requirement. I took two: The Art of Aeronautical Decision-Making and Taxi into Position and Hold. Each took about an hour and, yes, there was a test. I found both courses interesting and informative; well worth the time. This met my ground training requirement.

Flight training requires the completion of specific maneuvers, similar to the old program. But, there is no minimum time requirement. Here's the catch (if you want to call it that): *An instructor must certify that your performance meets the requirements in the PTS.* Why the change? Under the old program specific maneuvers were not specified, nor were there minimum standards.

So, I downloaded the flight requirements and scheduled an airplane and instructor. My first tasks were short and soft field take-offs and landing, crosswind landings and slips. No problem, right? I've been teaching these maneuvers for years. Well, the experience was humbling! I squeaked by and realized I hadn't done short or soft fields for years, nor had I reviewed the PTS prior to the flight. The review and training I received was worth every penny! We flew for .8 hours.

The second session included slow flight, stalls, and instrument work—including recovery from unusual attitudes. I reviewed the PTS and *Airplane Flying Handbook* and was much better prepared; although, I was a little concerned about the recovery from unusual attitudes. I hadn't done any for almost forty years! The flight was much less humbling, and again worth every penny. We flew for .9 hours.

My flight review this year consisted of 4 hours of ground training—at no cost. (A two hour seminar and two on-line courses.) The flight was less than 2 hours—as opposed to the minimum 3 hours with the old program. But, still less cost than the two hour minimum conventional 61.56 flight review requirements.

This is not to say that an individuals flight review will take less than 3 hours; depending on proficiency it might take longer. But, the PTS standards are minimum performance and that's the point of the flight review—maintain proficiency.

I'm sold on the program and recommend it, without reservation. If you have any questions about the program please contact me or your local FAASTeam rep.

Years ago, the FAA had a somewhat hokey, but never-the-less true slogan: "Safety is NO Accident; it must be planned." It's still valid!

The Flying Gourmet

by Jim Jellison

I usually skip flying on the weekends to avoid the crowds and the congestion. At \$\$\$ per hour it seems a waste to log time sitting in line in the warm-up area! However, sometimes it can't be avoided and a couple of Saturdays ago I decided to take a friend up to Chico to have a late lunch at the Sierra Nevada Brewery. We did this for a couple of reasons: first, because I think the restaurant is one of the best that I have been to in its particular price range and second, because my friend went to college in Chico and has friends who still live there.

When I drove out to the hangar I glanced over at the end of the active runway and sure enough there was a gaggle of Cessnas, Pipers, and even a jet, waiting patiently for their turn. It looked as if my worst case scenario of flying on a weekend was coming true. We met the guys returning 26N at the hangar. They were right on time and my luck seemed to be changing, as there was also plenty of gas remaining eliminating a wait for the truck or a trip to the pump. We did a pre-flight, buckled up and taxied out of the north east hangar area. Much to my surprise, not another aircraft was in sight! (This always makes me suspicious that some catastrophe bringing all aviation activity to a halt has happened and I'm the only one not aware of it). After a brief run-up, the tower cleared us for takeoff and a right down wind departure and we were on our way. With a beautiful day, a clean wind screen, and another pair of eyes along with flight following it was becoming one of those "I can't believe I'm so fortunate" days. The flight was slower than I had planned, due to a north west wind, but still much better than driving.

While I was tying down 26N my friend was on the phone to his friend arranging a ride to the Brewery. Our ride arrived just about the time we arrived at the front of the terminal. After a brief introduction we were on our way to what I hoped was going to be a great lunch. We had been talking about getting a rib eye steak so that was foremost in our minds and we had timed our arrival to purposely miss the lunch crowd. Turned out we were wrong on both counts as they don't serve steaks for lunch and there was a substantial crowd at the front door. Luckily, the Chico friend came to the rescue and we cut through the patio and took seats at the bar in the back, eliminating the wait. The locals know this trick and when he told the waiter that we had flown up just for one of their steaks, we got our steaks!

The food is great and the beer makes it even better, even though, I could only watch as my two companions shared an 18 count sampler. My understanding is that the beef served is raised by the University and is fed the mash from the beer making process. I don't know if that makes the difference but it is great tasting beef. Sierra Nevada also offers a great tour and don't miss their gift shop.

Ahart Aviation Summer Courses

Private Pilot Ground School

Ahart Aviation is pleased to announce that we will be presenting a summer private pilot ground school beginning in July 2008. This class will be held on Tuesdays and Thursdays from 6:30PM to 9:30PM for 11 weeks beginning July 1st. Bill Komanetsky will be teaching the class and has taught it several times in the past with great success. The course will cover the Jeppesen training materials and is designed to thoroughly prepare students for the private pilot FAA written exam and the oral exam.

Students will learn how to read navigational charts and weather charts, obtain weather briefings and plan and file a flight plan. They will also learn all about the physics involved in flying an airplane and how to decipher the Federal Aviation Regulations and Airman's Information Manual among other topics.

The cost of the course is \$300 plus the cost of books and supplies. Students may enroll via schedule-pointe or by contacting the front desk at 925-449-2142. For more details including a course description and syllabus please see our website at www.ahart.com or stop by the office any time.

Flight Instructor Recurrency Course

Ahart Aviation in conjunction with Abrams Aviation and Terry Lankford will be hosting a Flight Instructor Recurrency Course. This course is being taught by Fred Abrams and Terry Lankford two of aviations best known ground school instructors. They bring a combined more than 60 years of aviation experience to the classroom and challenge you to try to "stump the instructor". The course is designed to be interactive and you are guaranteed to walk away a better and more informed instructor than when you show up.

This two day refresher course has been approved by the FAA and fulfills the CFI 24-calendar month recurrency requirement. For only \$199 including books and materials flight instructors will be able to maintain their currency. The class is being held on Saturday June 21st and Sunday June 22nd from 9:00 AM to 6:00 PM. Registration is taking place now and the class is expected to sell out so be sure to sign up soon by calling Fred Abrams at (209)-928-3447 or email Fred at fred@abramsaviation.com.

FREE FAA Wings Safety Seminar Summer Weather Patterns and Hazards Seminar

Date and Time: Friday June 20, 2008 7:00 PM to 9:00 PM

Hosted by: Ahart Aviation Services
186 Airway Blvd
Livermore, CA 94551

Presented by: Terry Lankford and Fred Abrams of Abrams Aviation