

JETSTREAMS

AHART AVIATION SERVICES

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January 2008

We hope everyone had a wonderful holiday season. Thanks to all of our customers and staff who were able to attend the holiday luncheon. We had a lot of fun and ate some very good food. We look forward to doing this again next year.

This past year has brought many changes to Ahart Aviation. I believe this has been our busiest year in the history of Ahart. We have several new aircraft on our fleet and have been slowly updating the existing airplanes. The demand for professional pilots is increasing throughout the world making it a really exciting time in aviation. Over the next year, we will look forward to continued growth and helping more people achieve their dreams of becoming a pilot. With this in mind, Lysa and Bill would like to wish you all a happy and prosperous new year!

Happy flying!

~Lysa and Bill

November Achievements

Raja Patel

Solo
Andrew Foo

Cho Hsun (Sam) Yang

Solo
Steve McEachern

Samarth Kochhar

Solo
Steve McEachern

Chad Fischer

Private
Spencer Thomas

Stephen Jackson

Private
Nick Beesley

Nigel Fernandez

Private
Jeremy Sheldon

Sidhanth Luthra

Com SEL
Nick Beesley

Rohan Sinha

Com SEL
Nick Beesley

Li-Cheng Hsiung

Com MEL
Tim MacHugh and Eddie Netcher

Rohan Sinha

Com MEL addon
Chris Wright

FLIGHT INSTRUCTOR OF THE MONTH:

Tim MacHugh

Private Pilot Ground School

Just a reminder that the winter private pilot ground school starts on Monday January 7th. It will be held every Monday and Wednesday from 6:30 PM to 9:30 PM for 11 weeks. The ground school will again be instructed by Spencer Thomas.

Customers may register via Schedulepointe or by calling the front desk at 925-449-2142. The cost of the course is \$300 and remember once you pay for the course you may retake it as many times in the future as you would like at no additional charge!

Aircraft Rate Increase

Due to the increase in the price of fuel Ahart aircraft rates will be increased per the rates listed on page 4 of the newsletter, effective February 1st.

We do our best to keep prices as low as possible while continuing to provide a quality service and highly maintained fleet of aircraft. We appreciate your continued patronage and if we see a decrease in fuel prices it will be reflected in our hourly aircraft rates. The new rates will be reflected on the website as of February 1, 2008.

Weather Tips

by Terry Lankford

Like summer flying, winter operations—especially in the mountains—present additional, specific hazards.

Airports—particularly at higher elevations—may have snow and ice coverer runways, especially following storm passage. The airport may be closed! Be sure to check and understand airport NOTAMs. Consider your experience and training. Are you comfortable landing on a runway with snow and ice, with braking action poor or nil? How much clearance is required with an airplane equipped with "wheel pants"?

The surface may be icy. Rule of Thumb: If you can't walk on it, you can't taxi on it! Most likely the airplane does not have a winterization kit. The airplane may be kept outside, in well below freezing temperatures, with snow and ice. Like frost, it is *imperative* that every bit of snow and ice be removed before take-off! Pay particular attention to the crankcase breather in cold weather; frozen lines have resulted in a number of aircraft accidents. If the aircraft is parked in an area of blowing snow, special attention should be given to openings in the aircraft where snow can enter, freeze solid, and obstruct operations.

The engine will be difficult to start. Pull the engine through several time, before attempting the start. Considerable priming is usually required. Follow the manufacturers recommendations. As the temperature drops battery performance and charge decrease. The use of auxiliary power may be required. If possible, have a qualified person standby with a fire extinguisher. Where available, hanger the airplane or use an *approved* aircraft preheater.

During taxi avoid areas of standing water. Mud and slush can freeze in wheel wells and interfere with the operation of retractable landing gear. Brakes can freeze, locking wheels. Be aware that airplane controls can freeze while taxiing or waiting for takeoff.

Are you prepared to spend a night or two in below freezing temperatures? Should the engine fail appropriate clothing and survival gear must be on board. This is easy to overlook, especially when flying from coastal areas and valleys. Remember, these flights often take us over high mountains and deserts plateaus—where it can get extremely cold, especially at night.

The winter season, with its cool temperatures and usually excellent weather between storms, offers some exceptional flying opportunities. But, like the summer season, winter flying operations pose their own set of unique hazards.



The Flying Gourmet

by Jim Jellison

My latest adventure had me traveling up the coast to Ukiah. Ukiah sounded like an American Indian word so my interest was piqued enough for me to look it up. Sure enough the word originated from the Pomo Indian word "Yokayo" meaning deep valley.

My experience with northern California tells me that not far north of the Bay Area you are getting into an area dominated by the logging and fishing industry. Of course logging isn't what it use to be. An old sign behind an overgrown bush facing the road into town states that Ukiah is the home of Masonite which is a wood product produced by pressing wood particles together under great pressure while applying steam. It seems that up until 2001 Ukiah had a Masonite plant that had operated for nearly fifty years. Times changed and Ukiah was not immune, but as the wood industry faded others sprang up to take its place. Ukiah is now known for wine production and is home to some of the most prestigious wine labels in the nation, including Fetzer, Parducci, Frey, and Bonterra. Ukiah is also a major producer of pears. The Alex R. Thomas Company owns hundreds of acres of Bartlett pear orchards on the east side of the Ukiah Valley. Finally, Ukiah is the location of the world famous Vichy Springs, whose waters are naturally carbonated and are often compared to bathing in champagne. So, there are a couple of reasons to travel up to Ukiah besides it being a beautiful flight.

Lucky for me there was a rather nice café directly across the street on the west side of the field. This café, The Bluebird Café & Catering Co. Inc., had some real surprises once I sat down and began to study the menu. Who would have thought that in the middle of this blue collar town I would find a truly gourmet establishment? Just check out these salads: spinach salad with grilled breast of duck or apple walnut with grilled chicken and both come with oil free Mendocino dressings. When it comes to burgers, I had never seen such choices: buffalo, ostrich, turkey, elk, wild boar, salmon, top sirloin and local organic fed Angus. Oh, you can still have fries on the side if you like but soup, green salad and cottage cheese are your other healthier offerings. I selected the organic fed Angus burger and it was one of the best burgers I have ever had, very lean and very tasty.

Like most small town they have their local color and theirs came in the form of a tall, slender, gentleman wearing a buckskin jacket and a skunk skin hat. Sort of the Davey Crockett of Ukiah I suppose.

This was a day VFR flight and I decided to fly at an altitude of 4,500 ft which was a little low depending on the route. The route between VORs kept me in the valleys more or less following route 101. But a direct GPS course had me crossing elevations exceeding my cruising altitude. Not a problem on this clear day, I took the GPS course as a recommendation and altered accordingly to miss the high terrain. This is something to keep in mind in the dark or in reduced visibility conditions; the GPS course does not consider terrain clearance!

Flying to AOPA

by Phil Blank

I have a confession to make. I am an AOPA Expo roadie, junkie, addict, trekkie or whatever you want to call it. My brother is as well. We have 'walked the talk' (or is that flown the flight) to fly a trusty TR182 to both Tampa and Hartford. We also fly to the West Coast Expo's but Long Beach and Palm Springs are pretty straight forward. After a terrific flight to Tampa in 2005, we thought "Hey, let's fly to Hartford". We were spoiled by our Tampa experience...almost entirely VFR. Some IFR on the way home but it was a warm front with tops at 8000 and no ice or turbulence. Boy, were we in for a surprise.

Of course, my trusty steed, a 1982 TR182 is maintained by Mike and Jeff and the gang at Ahart. They are as picky as I am and make sure that all the pieces and parts work and 'play' well with each other. This was the last big trip before this year's annual inspection.

Both trips go through Hutchinson, Kansas. It is the home of Mead Aircraft who specialize in Mirages (my brother's plane). It gets dropped there for its annual and we mount up in the 182 for the rest of the journey. From Livermore to Hutchinson was pretty smooth sailing. From then on, the real fun began.

There was a huge line of thunderstorms that stretched from the Canadian border to Texas. At first, we thought we might be able to cross just north of Hutchinson...after a few NexRad images, we decided that, discretion being the better part of valor, we would head south. We didn't quite realize how far south we would go. As we flew south, we both briefed out loud that if we couldn't get through, we would park in Texas and decide how to spend the next few days. Missing the Expo was not what we wanted but we both agreed that it is better to be down regretting not being up rather than the other way around.

As we drove further into Texas in an effort to make an end run around the storms, we climbed to 17,500. It was then that we saw it - confirmed by the NexRad. A hole in the line big enough to drive a semi through and certainly big enough for us. We proceed easterly but also were starting to get close to very active restricted areas. From our flight following ATC 'partner' came the following, "N5091T, need you to turn 20 degrees right to avoid a restricted area with live fire exercises". While we were wondering why anyone would do that in such lousy weather, there was something really tall, big and ugly on that heading that Nexrad said was about 20 miles ahead. "I can do that for five miles", I said using my best California weather wimp whine. ATC felt sorry for us, no doubt and said, "That will be good enough...you can then turn east and continue on course." At this point in time, the sun was beginning to set and we could hear several envious aircraft behind us heading in the same direction and hoping to do the same thing.

In over 30 years of flying, you hear a lot on the radio but that night, we heard the most unusual interchange. About 30 minutes after crossing the line of storms, things were getting worse behind us (we were watching it develop on the NexRad). Another aircraft was told to deviate around the same restricted area. The pilot said that he did not want to do that. The controller said he had no choice due to the live fire exercises. At that point, the pilot asked "What happens if I declare an emergency". Without hesitation, ATC replied "You can do what you want but I can't let you in there." We both looked at each other and asked, "Did he really just say what I think he said???"

We continued on and landed in Little Rock still very far from our destination. It was a beautiful and smooth flight. California pilots don't get to see much lightening. That night, we got a show that we will both long remember. Lightening in clouds, when viewed from a respectable distance beats any Disney display. We heard (about an hour after crossing the line), ATC diverting airliners and anything else heading in that direction. An interesting night indeed with more than a couple of family members asking "Is Little Rock on the way to Hartford?" The next day, we were off to Connellsville, PA (what a great airport) and finally Hartford.

Fast forward to a terrific AOPA expo with lots of goodies. If you haven't been to an EXPO, you really have got to go. It is a life changing (for your flying life) event. You will be so much more informed and safer than when you arrived. Highly recommended. Anyway, after an oil and oil filter change, we 'blasted' out of Hartford at 0600 Sunday morning. The flying was smooth and pleasant until we reached the mid-west (we now have much more respect for all pilots who live and fly in the mid-west). Same line of thunderstorms...just slightly weaker (fortunately) and spread out quite a bit.

The attached picture taken from the MX-20 in the airplane shows some of the weather that we went through. While it looks bad, it really wasn't. We simply flew away from the strikes that were showing up on the strike finder. An occasional bump but that was about it. After the mandatory stop in Hutchinson to drop off my brother so he could pick up his plane, I was solo to California. I spent the night in Alamosa, Colorado rather than the planned destination of Four Corners. The next morning was clear and crisp. Flew from Alamosa to Tonopah and then on to Livermore. You can see from the attached chart some of the 'numbers' from Hartford AOPA EXPO trip.

Some key learning's:

Fly your plane to Expo. It is a great experience...get there early for parking at the main airport.

Don't be afraid to divert. We did twice. Don't fly if you are tired. Land and get some rest. You will visit new places.

Get as much information as you can real time. Having on board NexRad and Stormscope was really useful - it's a worthwhile upgrade.

Have more respect for mid-west pilots. California pilots are such weather wimps.

Have ALL the charts with you. You never know where you will end up

Have Ahart maintain your plane...it gives you the confidence to make trips like these

Be thankful when EXPO is only 20 miles from where you live....:)

Hope to see you in San Jose

New Aircraft Rental Rates

Effective February 1, 2008

| | |
|----------------------------------|--------------|
| Cessna 152s | \$71 |
| Cessna 172 N and P models | \$99 |
| Cessna 172 R models | \$112 |
| Cessna 172SP | \$129 |
| Cessna 182T models | |
| - (51732) | \$160 |
| - (21524) | \$170 |
| Piper Warrior (1979) | \$99 |
| Piper Warrior (1998) | \$118 |
| Piper Arrow | \$120 |
| Piper Seneca | \$208 |
| Twin Star (DA42) | \$215 |