

JETSTREAMS

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“Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it.”

We are not sure where this quote came from but thought it fitting for many of us. Over the years, we have witnessed many pilots putting more emphasis on communicating than on aviating. It is important to remember that as a pilot our number one priority is to fly the airplane safely. Once that is under control the next priority is to communicate effectively but not the other way around. This is most evident with students pilot's when performing a “go-around” on final approach. Radio communication should not be attempted until the airplane is stabilized.

This quote made us think about the saying, Aviate first, then communicate!

Happy flying!

~Bill & Lysa

March Achievements

Abishek Kapoor
Solo
Jeff Willwerth

Hisham Emara
Solo
Jeff Willwerth

Madhura Hulyalkar
Solo
Lysa Wollard

Dave Hinman
Private
Spencer Thomas

Sam Yang
Private
Steve McEachern

Samarth Kochhar
Private
Ryan Williams

Yogesh Chhabra
Private
Steve McEachern

Rohit Pandey
Instrument
Tim MacHugh

Nathan Kim
Instrument
Ryan Williams

Jack Chiou
Instrument
Tim MacHugh

Shabez Virk
Instrument
Tim MacHugh

Ryan Baughman
Commercial SEL
Spencer Thomas

Harry Kumar
Com MEL
Chris Wright

Gaurav Anand
Commercial SEL
Spencer Thomas

Amit Sood
Commercial SEL
Nick Beesley

Clark Crawford
Commercial
Tim MacHugh

Cesar Maynes
Commercial MEL
Tim MacHugh

Jeremy Sheldon
Multi Engine Instructor
Chris Wright

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

Weather Tips—Introduction to Forecasting

by Terry Lankford

The National Aviation Weather System begins with Observational data—surface, upper air, radar, and satellite (including pilot reports—PIREPs). Data processing—analyzing and forecasting—is accomplished at the National Centers for Environmental Prediction (NCEP), the Storm Prediction Center (SPC), the Aviation Weather Center (AWC), local Weather Forecast Offices (WFO), and Center Weather Service Units (CWSU). Forecasts are disseminated through Flight Service Stations (FSS), Direct User Access Terminals (DUAT), and commercial vendors. Both observational data and forecasts—graphic and textual—are made available to the end user—Pilots, Dispatchers, Commercial Operators, and Air Traffic Control. The importance of PIREPs cannot be over emphasized. They play a significant roll at every level in the process.

Forecast accuracy begins—or maybe begins to deteriorate—with observational data. The observational network has substantially expanded with automated observations. But, like manual observation, automated observation have their own limitations. Upper air observations are only taken twice a day. Radar and satellites help, but extensive areas remain outside the observational network. Extensive use of computers assist forecasters. But, due to the lack of observational data and the complexity of the atmosphere, computer programs can only generate approximations. Large-scale weather systems are detected, while smaller scale events may not be identified.

Each forecast is written for a specific purpose in accordance with specific criteria. Area Forecasts and Weather Advisories cover entire states. Center Weather Advisories often depict more localized events. Terminal Aerodrome Forecasts (TAF) relate conditions at, and sometimes out to five miles from, an airport. Differences between products are to be expected. This is due to scale, interpretation of the weather situation, issuance times, and starting conditions.

In general forecasts for good weather are more likely to be correct than forecasts for poor weather. Forecasts are most reliable for distinct weather systems. Forecasts are most accurate during the first hours of the period. Accuracy deteriorates the farther into the forecast. Errors in timing are more prevalent than errors of occurrence. Forecast issuance and valid times and amendment criteria are based on the these limitations.

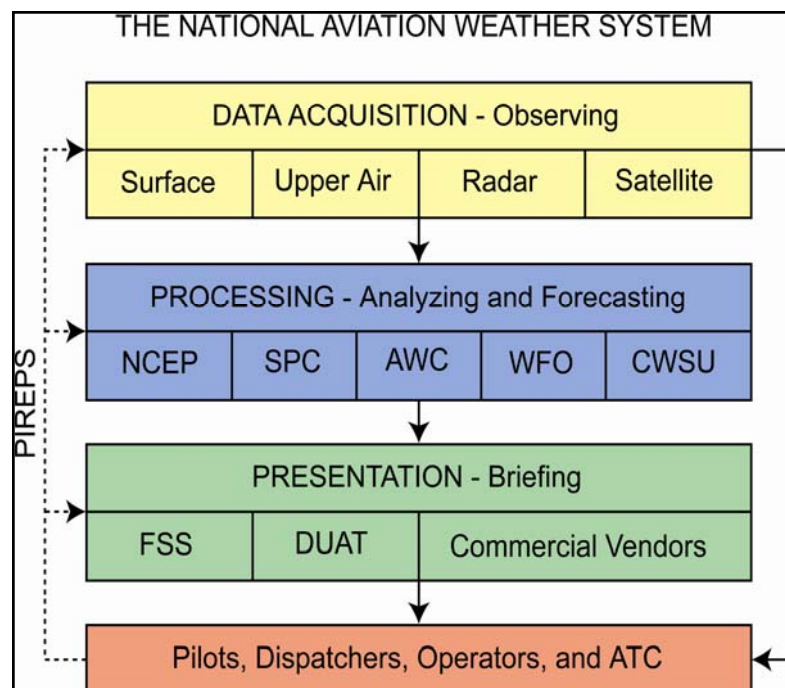
Phenomena such as the time freezing rain will begin, severe or extreme turbulence, severe icing, the movement of tornadoes, ceilings of 100 ft or zero before they exist, the onset of thunderstorms that have not yet formed, and low-level wind shear, are

difficult to predict. These phenomena are small scale events or are transitory and remain undetected within the normal observational network. The most hazardous weather is often the most difficult to predict.

"Every theory of the course of events in nature is necessarily based on some process of simplification of the phenomena and is to some extent therefore a fairy tale." (Sir William Napier Shaw late 1920s.) There is no question that weather forecasts have improved dramatically since Sir William's observation, especially over the last several decades. But, the science of meteorology is still not exact. Several years ago during a frustrating period of unsettled weather, a forecaster wrote: "Finally figured out the difference between a ridge and trough in California this month. A trough gives us cold rain; a ridge give us warm rain."

Those who struggle with forecasting the chaos of the weather can take solace from Galileo: "I can foretell the way of celestial bodies, but can know nothing about the movement of a small drop of water."

Pilots complain equally about pessimistic forecasts and unforecast weather. Each situation is different, with many variables and local factors. The 1965 edition of *Aviation Weather* says it best: "The weather-wise pilot looks upon a forecast as professional advise rather than as the absolute truth." To apply a forecast a pilot must understand its scope, purpose, and limitations. Future articles will expand on this theme.



The Flying Gourmet

by Jim Jellison

I have never been a parent and my experience with children is extremely limited. I didn't meet my stepchildren until they were fourteen and nine, so young children are pretty much a mystery to me. Invariably someone you know who knows that you are a pilot will ask that you take their child for a ride. This doesn't happen a lot but it has happened and my recent and past experiences, I believe, are worth sharing.

My very first ride in a light aircraft was when I was about ten and it scared me more than anything else, probably because my dad sent me on the adventure alone. I don't even remember what type of aircraft it was, but I was glad to get back on terra firma and not interested in repeating the experience anytime soon. We all would like to think that the young person that we introduce to flying will catch the bug and become the next Chuck Yeager or be the first to walk on Mars! Get real, at best they will be disappointed because they didn't see any dinosaurs or because you didn't fly under the Bay Bridge upside down! At worst, well, I don't even want to go there!

Providing a child with a headset is risky. You can talk to them and reassure them during the flight but the downside is that they can talk and interrupt air traffic control communications and your concentration. Everything depends on the individual child, their age and their maturity. Personally, I don't believe in taking a child under the age of ten simply because of their awareness and interest level. I say that and yet the first young fellow who flew with me, accompanied by his father, was younger and didn't say a word during the entire flight. I did let him steer and his mom told me that after the flight he told her that I was his friend and not hers. I saw her not long ago, for the first time in years, and she told me that that little boy is now an accountant and still remembers that flight. Perhaps I scared him out of an aviation career and into accounting?

My last experience was with a ten and a seven year old accompanied by their mother. Mom and I work together and she had flown with me before. I briefed her intensely and she passed it on to the children. When I first met them she asked them who the boss was and they both said it was me, a good start I thought! My wife suggested that I get them involved, so I started by having them help me push the plane out of the hangar. The ten year old boy sat up front with me and would be the only one with a headset. The seven year old girl would be in the back with Mom. The flight was one of the smoothest ever; Mom had instructed her son not to talk unless I asked him something, so he pretty much limited himself to one word answers. Everything worked out great. The kids had fun, I had fun and their Mom bought lunch and an ice cream for us in Columbia.

Flying Companion Seminar

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(An Association of Women Pilots)

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