

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

March 2008

Despite what the groundhog believes, Spring seems to be here early this year. We have already enjoyed several 70 degree days here in the Tri-Valley and look forward to a beautiful March. This year Daylight Savings will begin on March 9th and we will all set our clocks forward by one hour. This change in time will allow pilots to fly later under daylight conditions. In response to daylight savings Ahart Aviation will be open from 7:30 AM to 7:00 PM beginning on Sunday March 9th. Student pilots will be permitted to fly solo during office hours.

Last month we said farewell to one of our favorite flight instructors. James Hubbard was offered a position with Sky-West Airlines. James worked for Ahart since 2002 as a dispatcher, flight instructor and manager. We wish him the best of luck as he continues his career in aviation.

Happy flying!

~Lysa and Bill

February Achievements

Barry Fishler

Solo

Chris Pita

Matt Pacheco

Solo

Anthony Porta

Mandeep Kaur

Solo

Spencer Thomas

Shannon Huang

Private

Anthony Porta

Akshay Rathee

Private

Jeff Willwerth

Baljeet Singh

Private

Casey Topalian

Amit Sood

Instrument

Chris Pita

Guarav Anand

Instrument

James Hubbard

Jeffrey Chang

Instrument

Jeremy Sheldon

Jender Chung

Instrument

Nick Beesley

Peaush Sehgal

Commercial-SEL

Nick Beesley

Brijesh Kumar

Commercial -MEL

Chris Wright

FLIGHT INSTRUCTOR OF THE MONTH:

Tim MacHugh

Private Pilot Ground School

Ahart Aviation is proud to announce the Spring Private Pilot ground school has been scheduled to begin on Monday March 30th and will be held every Monday and Wednesday from 6:30 to 9:30 PM for 11 weeks. Spencer Thomas will again be teaching the course. Spencer has been a flight and ground instructor for several years and is one of our most popular ground school instructors. He will cover the Jeppesen training materials as well as flight planning and FAR/AIM review. By the end of the course students will be thoroughly prepared for the FAA written exam.

The cost of the course is \$350 plus books and materials. Once you take the class you may take it again any time for no charge. To register please contact the front desk by calling 925-449-2142 or register directly through schedulepointe.com.

Weather Tips

by Terry Lankford

As most of you are aware the FAA has placed additional emphasis on the runway incursion problem. Pilots and flight instructors should be aware that the FAA has directed inspectors and pilot examiners to place increased emphasis on ground operation during all pilot flight checks and certification flights. With respect to ground operations, this "increased significance" includes, but is not limited to, knowledge testing on airport signs, lighting, markings, flightcrew coordination, and adherence to taxi clearances. Examiners are required to conduct increased surface movement testing during initial pilot certification, additional category and ratings, flight reviews, and instrument competency checks.

Runway Incursion Prevention

Recommended Practices:

1. Read back *all* runway crossing and hold short instructions.
2. Review airport layouts as part of preflight planning and before descending to land, and while taxiing.
3. Know airport signage.
4. Review Notices to Airmen (NOTAM) for information on runway/taxiway closures and construction areas.
5. Do not hesitate to request progressive taxi instructions from ATC when unsure of the taxi route.
6. Check for traffic before crossing any runway or entering a taxiway.
7. Turn on aircraft lights and rotating beacon or strobe lights while taxiing.
8. Clear the active runway as quickly as possible then wait for taxi instructions before further movement.
9. Use proper radio phraseology as describe in the AIM.
10. Obtain an airport diagram and write down complex taxi instructions at unfamiliar airports.

I came across a web site with an interesting and education incursion incident. I think we could all learn from this episode:

www.youtube.com/watch?v=5BvgSSy6kBdu

Please check it out.

The Aviation Weather Center is updating the Aviation Weather Advisory Plotting Chart reference points. They're available on their web site: www.aviationweather.gov.

All updates are well east of our area.

Speaking of the Aviation Weather Center; they've been promising us Graphical AIRMETs for some years. Well, we shouldn't have too long to wait. They are expected to come on line in October. I hope to have a briefing guide available for the *Newsletter* prior to their implementation.

The Flying Gourmet

by Jim Jellison

Years ago there was an embargo on gasoline and I became a carpooler, even driving a 15 passenger van to work to save money. Today is no different and finding a friend who is also a pilot can cut the cost of that next trip in half and add enjoyment to the experience. Just last month I flew to Chico and shared the flying and the expenses with another pilot. We picked the perfect day and he flew the trip up with a practice landing at Davis and I flew the return leg with a practice landing at Rio Vista. The total time was 3.3 hours with my portion 1.6 hours. It's nice flying with another pilot, someone to share the navigation and radio work with and someone who isn't pointing out airliners 10,000 feet overhead as conflicting traffic!

Chico is a great place to fly to since the Sierra Nevada Brewery is there and of course Chico State University. Chico has two runways but the shortest of the two, 13 right, was being used as a model aircraft field, which was much busier than the full size equivalent on the left. As we rolled out I noticed a familiar sight, Lockheed P-3's, lots of them. In a past life I was a crewman aboard Navy P-3's, flying for two years during the Viet Nam conflict. Aero Union of Chico converts P-3's into firefighting aircraft and then contracts with the Forestry Service to fight wild fires. Aero Union's web site says that they have been operating P-3's since 1990 and now have eight and are the only commercial operators of this aircraft.

Well, they must be good at it, especially the maintenance part since these baby's are pretty long in the tooth. Looking at them from a distance they look to be either A or B models. My guess would be B's since that was the model I flew in and that was in the early 70's. When the regular Navy got through with them they were given to the Navy Reserve who then flew the pants off them and finally they ended up at the Davis-Monthan bone yard. All of their Navy flight time was in a salt air environment which had to add up to one heck of corrosion problem. Well, that is really saying something for the ruggedness of the airframe and for the manufacturer, Lockheed, making a quality product!

Now for the gourmet part of the story. The Sub Station is located on the field. According to the Chico News and Review they serve the best submarine sandwich in Chico and I will second that opinion. The special of the day was a barbecued pork sub, with a bag of chips and a root beer the total cost was around \$7.00. The sandwich was hot and the BBQ sauce sweet but what really made it great was the French roll. Rolls both French and wheat are baked fresh daily with their unique recipe and served hot from the oven. The Sub Station is a local family-owned and operated business with two locations in Chico.