

JETSTREAMS

AHART AVIATION SERVICES

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The G1000 glass cockpit ground school was a great success and Max Trescott did a wonderful job of explaining the system and how to use it. We are seeing many people sign up for the flight portion of the checkout and I recommend that anyone interested in the course contact me directly for scheduling.

Ahart now has two newer Cessna 172SPs , two newer Cessna 182s along with the late 90s Cessna 172Rs and the 1998 Piper Warrior. We would like to keep all of these aircraft in excellent condition and ask that our customers treat them as if they were their own. If you notice any problems with the aircraft, aesthetic or otherwise, please report it immediately. The owners of each of these aircraft has entrusted us with their investment and the aircraft deserve to be treated with nothing but the best care.

Safe Flying!

~Lysa Wollard

February Achievements

Chris Bogan

Solo

Adam Jessup

John Stevulak

Solo

Sean Wilson

Chris Pita

Private

James Hubbard

Stephen Daleo

Private

Keith Breton

Gunther Koblmiller

Instrument

Neal Beuerman

CFI OF THE MONTH
NEAL BEUERMAN

Spring Private Ground School

We are pleased to announce the Spring Private Pilot Ground School class will begin on April 4, 2006 and will be held every Tuesday and Thursday from 6:30 PM to 9:30 PM for 8 weeks. This comes to 48 hours of instruction! The cost of the class is \$300 plus the books and materials. Remember, anytime you sign up and pay for a ground school you may take that ground school as many times in the future as you would like free of charge. We are very excited to have Fred Abrams return as the instructor for the class. Fred is a professional ground school instructor with years of experience and has been teaching our ground schools for the past couple of years. The course will thoroughly cover the Jeppesen training materials, the 2006 FAR/AIM, weather interpretation and flight planning. Students will gain the experience of planning a complete VFR flight plan incorporating weather data and terrain into the process.

A course description and syllabus are available online at www.ahart.com. To register for the course please contact the front desk at 925-449-2142 or you may register via Schedulepointe.

Discounted Rate for Warriors

For the months of March and April 2006 Ahart Aviation is offering a special discounted rental rate for the Piper Warriors. If you purchase a 25 hour block of time in either the Warrior II or the Warrior III the rental rate will be discounted by 10%. This will bring the Warrior II to \$81/hr and the Warrior III to \$98/hr.

Winter Weather Patterns, Part 1

By Terry Lankford

Winter weather in central California is influenced by the Pacific Ocean, the coastal range, the lower elevation valleys—with numerous openings to the coast, the Sierra Nevada, and the higher, drier, interior valleys, and plateaus and deserts of western Nevada.

Summer transitions into the winter season in November and December; winter changes to summer patterns during May and June. Occasionally, weather from one seasonal pattern overlaps into the other. This is especially true during the transition months.

The North Pacific ocean spawns maritime polar air masses—cold, moist, and conditionally unstable moving down from the northwest. The coast is affected by maritime tropical air masses—warm, moist, and unstable moving in from the southwest. Continental polar, and sometimes arctic, air masses develop over Canada. These push down into the United States, sometimes reaching as far south as California brings cold, dry, and stable air.

Fronts approaching from the northwest are usually associated with colder, more unstable air masses and produce cumuliform clouds with showers and considerable clearing behind the fronts. These storms are accompanied by strong southerly winds ahead of the front shifting to westerly with frontal passage. Behind the fronts abundant moisture, surface heating, and unstable air tends to trigger isolated or scattered thunderstorms.

Low ceilings and visibilities accompany frontal systems and low pressure areas. Fronts from Pacific storms usually lower ceilings and visibilities for four to twelve hours before frontal passage. Because of abundant low-level moisture and an upslope flow, the mountains normally take 24 to 36 hours longer than the coastal sections or valleys to clear following frontal passage.

Freezing levels in California typically range from 5000 to 8000 ft. in the north to 12,000 ft. in the south. Icing problems exist mostly with winter fronts and cold lows aloft. With flight altitudes often governed by terrain clearance,

freezing level heights are a real concern in flight planning. Additionally, in the mountains and high plateaus the freezing level is often at the surface.

Storm systems that approach from the west—the central Pacific—tend to be weak. These systems often appear on the surface analysis chart as cold or stationary fronts. These systems might extend well into the Pacific. They bring poor, but seldom severe, weather with prolonged precipitation for several days. There is little chance for clearing between successive systems.

Weather systems approaching from the southwest are likely to be associated with air masses of relatively higher temperature and moisture content—storms with a “pineapple connection” or the “pineapple express” (from the latitude of Hawaii). These storms are accompanied by substantial cloud layers and bands of precipitation. If the air is stable, widespread area of steady, heavy precipitation occur; unstable air produces heavy rain, rain showers, and thunderstorms. Freezing levels are usually high, often above 8000 to 12,000 ft even into northern California. They are often associated with, or only depicted, as an upper-level low. Poor weather can persist for days.

Polar fronts, descending out of Canada, moving southward or southwestward may result in cold Polar air pushing across the mountain barriers all the way to the coast. This, normally, only occurs a few times over a period of several years. Snow and freezing rain may accompany the front—especially in mountain valleys, or skies may be clear if the air mass contains little or no moisture.

Upper level weather systems can bring the weather down to the ground. Since these systems can be slow moving, the weather may be un-flyable for days. Clouds tend to develop in bands. These normally show up well on satellite imagery. Thunderstorms are not frequent, but they do occur. Thunderstorms accompany the cold air of cut-off lows; but are rarely severe.

For the past several months we have had to implement a fuel surcharge on the rental rate for all Ahart aircraft. The fuel prices have finally stabilized, therefore as of March 1st we have increased the rental rates and eliminated the fuel surcharge. We will again be reimbursing fuel purchased by renters up to the truck rate at the Livermore Airport.

The Flying Gourmet

by Jim Jellison

It seems that there are some activities in life that bring you into contact with nice people. Either it is because you have been lucky or because maybe that activity just seems to attract nice people. I have found over the years that some of the nicest people I have ever known have been associated with aviation. Case in point was John Kochenderfer, the first owner of Ahart, with whom I started flying twenty some years ago and of course Lysa Wollard the current owner. Well, I can add yet another name to the list after my experience today and that would be John Cost of Coast Flyers located at Little River Airport. Whenever there is a national holiday, one of those that really isn't much of a holiday but a day off work, I try and schedule an aircraft just in case the weather cooperates. This President's Day was no exception and the weather was better than I could have possibly hoped for.

The early morning fog had lifted and visibility was probably a good fifty miles in any direction at altitude. I recorded my takeoff time as 0942 and climbed to 4,500 ft on a heading of 307 degrees to Scaggs VOR. From there to Santa Rosa, then Mendocino, and finally a turn to 284 degrees to my destination (Oscar 48), Little River Airport. One hour and eleven minutes after takeoff the main gear kissed the asphalt on runway 29 and I taxied to transient parking. The gentleman in the airport office disappointed me by saying that there wasn't a taxi in town and that the airport shuttle only operated on the weekends, but then he directed me to Coast Flyers located

across the street. John Cost confirmed the fact that the shuttle only runs on weekends but said that he would rent me a car for the same cost of a round trip to town - \$20.00! I don't know what your rental car experiences have been but I have never had one for \$20.00. So, I hopped into a late model Ford and drove the six miles to town and lunch.

I parked on a side street and walked a couple of blocks to Main and down Main Street to look into the shops and gaze across the street at the shimmering blue Pacific ocean. What a perfect day, I wish I had brought someone with me to enjoy this spectacular adventure but alas I came alone. About half way down Main Street I came across a familiar land -mark the Mendocino Hotel. I went inside and was seated near the window so I could watch the surf break along the coast as I sipped my ice tea and waited for lunch. I ordered the chipped prime rib sandwich and house salad. I don't know if it was just the surroundings or if it really was one of the best sandwiches I have ever had! This is one of those hotels that is actually a hotel. Rooms begin at \$95 for a European-style room, bath across the hall up to a \$295 a night suite with parlor, fireplace, and a modern bath.

If you have never been to Mendocino then you absolutely have to go! It reminds me of an old time fishing or whaling village that one might find along the New England coast. Lots of art, food, romantic inns, and of course the Pacific ocean crashing against the rugged coast line. Little River Airport (O48) is approximately 133 nautical miles north west of LVK.

Instrument Rating Ground School

The current Instrument ground school will end on March 22nd. We are now taking names of pilots interested in registering for the next instrument ground school. If you would like to be on the list please email us at ahart@ahart.com or call the front desk at 925-449-2142.

This course will be held on Mondays and Wednesdays from 6:30 PM until 9:30 PM for 10 weeks, the beginning date will be included in next months newsletter.

The cost will be \$300 plus materials.

Interesting Website

We have many foreign pilots who come to the Bay Area for a "flying vacation". One recent foreign pilot named Gary Broadhurst was here in late January/early February for such a vacation and has put together a website with pictures and details of his flying vacations around the world, including his recent trip here to Livermore.

To view his website and the details of his adventures please go to <http://knobby.chickenjuice.org>.