



Livermore Valley Airmen's Association

June 2015

"The Prez" ...by Steve Radcliffe

Well, we are halfway through 2015, what happened?... it was just 2014! I see that work on the new FBO is moving along, concrete poured and steel structure going up. I believe that they want to have it completed by the end of the year. I am looking forward to having an FBO on the field. The tenant appreciation day was very well attended. We got a look at the new Administration Building very nice inside and out. If you have not been by, do stop and take a look.

Our Fourth of July B-B-que is approaching and should be a good time. Let Chris Greenlaw know if you plan to attend so that we can have a head count. Hope to see you there! More information inside the newsletter.

CALENDAR OF EVENTS

- July 4th Members Appreciation BBQ
- August Swansboro Fly Out - Date TBD
- September 26th Theme TBD
- November Holiday Potluck, date TBD

Hospitality Corner

by Chris Greenlaw



4TH OF JULY BBQ POTLUCK

When: **Saturday, 4 July, of course!**

Where: Livermore Airport, Hangar #134

Time: 5:30 pm social, 6:30 dinner

RSVP: by 1 July, Wednesday

In appreciation of your continued support, the LVAA will be providing COMPLIMENTARY barbecued hamburgers and hot dogs with all the fixings. Water will also be provided.

We will be having our 50/50 raffle.

Please let Chris know what side dish you will bring!!



RSVP to Chris Greenlaw (925)455-6922 or by email
cpgonmars@aol.com





SAFETY.....by Dennis Vied

Flight Control Use in Taxi

We don't need flight controls while taxiing, right? I mean, the airplane turns with the nose wheel right? If you put your hands on the control yoke, then you want to use it to turn, right?

When you watch airplanes taxiing, sometimes it seems the aforementioned thoughts must be running through the pilot's mind. Yes, as a matter of fact, the flight controls can come in quite handy when taxiing, especially if there is a strong wind blowing. The fact that someone has not been blown over at KLVK I attribute more to pure luck than any superior skill.

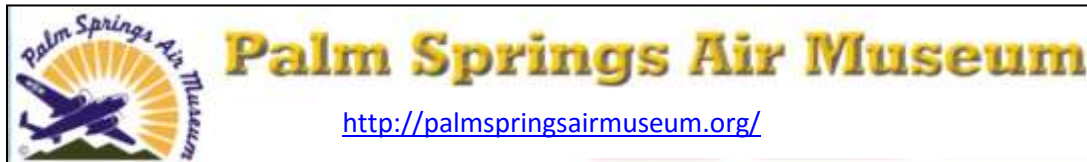
Most of the POHs have a recommended way to position the flight controls when taxiing, generally serving to keep the wind from getting under any of the aerodynamic surfaces, which would tend to flip the airplane over. Consider that any of the flight surfaces will present quite an area to the wind if allowed to become perpendicular thereto. Consider that if that happens, how it could ruin your entire day. I teach my new students to always position the controls when taxiing, (that is, after I have broke them from trying to steer using the yoke).

Always be aware of the direction of the wind when taxiing, and position the controls to keep the tail down, and the upwind wing down. And another thing: high wing airplanes can be a little more susceptible to this than low wing airplanes, but the tricycle gear Cessnas have another characteristic which needs tending. The larger the Cessna, the more nose heavy it is. When making turns, particularly tight turns, you'll find the airplane turns better if you pull the yoke all the way back and help to relieve the weight on the nose gear. This works for all tri-gear airplanes, but particularly well for the Cessnas, which have better leverage from the elevator to the main gear. Stay safe.

Treasurer's Report

Ralph's Funds----\$3,158.00

LVAA Funds----\$5433.74



While exploring in Palm Springs, Pam and I had an awesome visit to the Palm Springs Air Museum in June. The Palm Spring Air Museum is unique in that all 26 aircraft are maintained in flying condition routinely participating in various air events around the country. Rob had a chance to speak to a group of former WW2, Korea, and Vietnam era pilots and crew who serve as the museum's docents. Top right is a bronze title "The Naval Aviator", indicating with his hands how he targeted enemy aircraft before he shot them down. The impressive museum had a theatre, a full aviation library with 2 flight simulators, a cafeteria, dozens of very friendly docents eager to share information about the museum, and of course a souvenir store. This museum is a must visit, if you are ever in Palm Springs.





MONTHLY FLY OUT...by Candace Murray

Here We Go Flying!

The latest fly out, the 49th Columbia Father's Day Fly-In was a blast. Just Imagine all pilots departing from the West on Friday or Saturday had to deal with a TFR, defined as a Temporary Flight Restriction. In my mind I would consider it a Terrible F_____ Reoccurring problem.

Two planes did brave the unbelievable regulations that go with the TFR and ventured into the sky. One departing Friday at 1730 and the other trying to get out by 1900. As N4455X, Candace & Terry were about to jump into their plane when they heard from Rob Hartley and Alex who had just survived the dreaded TFR and escaped the airspace and arrived in O22. Maybe it was possible for us to accomplish the same feat. And we did, by filing a flight plan with an anticipated time off and an activation of our flight plan. We also had to get a "Discreet Transponder Code" from LVK Ground or tower, ghghghghghghghghghghght. (excuse the comment from Scarlett the cat who stepped on the keyboard with her disgusting looking for attention). That, of course was not our squawk code.



If you were there you would have seen a B-25 and other amazing aircraft offering airplane rides and vintage aircraft on display. Each day you could enjoy a delicious pancake breakfast in the campground put on by the local boy scouts. There was also was a band that was rockin' out but too loud for us, so off to the campground we went. Movies were shown each night,

It's a great flying adventure. Let's all be sure to be there next year for the 50th Father's Day Fly In. Pam, where were you this year, we missed you??

We did have some fun fly outs lately. In March Terry and I decided to check out the "Runway By Patrick" in Napa. It's neat they have opened a restaurant again and we have another place to fly to, but the prices are somewhat elevated but food is good, atmosphere fun and you just have to try it, they even have brought back the famous Jonesie's Potatoes.

We also flew to Petaluma for the Two Niner Diner experience and Rob and Pam flew in too. Another time we were joined by Dennis Vied at Petaluma for a new experience for him.

Bruce amazed us with a wonderful event at Castle by inviting all LVAA members. Terry and Candace in their Warrior, and Bob Brown and Mike Becker in Bob's Mooney flew in and totally enjoyed all the fantastic airplanes on display at the Castle Aviation Museum. Bruce, you and your crew at Castle are wonderful hosts and are really doing an amazing job restoring aircraft at Castle for generations to come. Thank you Bruce for all your hard work and dedication.

April - MOD breakfast was a buzz with LVAA members: Robert Flagg and Don Davis took Rob Hartley along for his first experience flying with the two outrageously amazing pilots he has ever met. It was a wonderful fly out as we had Bob Brown flying his Mooney with Mark and Bob Tucknott had Mac as his co-

pilot, of course we were there. More pilots were there too. Come on you pilots please join our club and have great fun. Just \$20 a year to become a member and look at all the adventures and fun fly outs we have, never mind all the hangar talk and fantastic social parties.

Happy Flying!

Candace Murray
Monthly Fly Out Captain

Columbia Father's Day Fly In/Camping



St Patrick's Day Dinner



Mexican Fiesta Dinner



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Livermore Valley Airmen's Association (LVAA) Membership Form
Please mail the membership form to

LVAA Membership, P.O. Box 3306, Livermore, CA 94551

Name: _____

Spouse: _____

Address: _____

City, State, Zip: _____

Telephone (Home): _____

Alternate Phone (Work, Cell): _____

eMail Address: _____

Dues (\$20) Included

New Renewal

Visit our website at LVAA.ORG
Do you have an experience to share?
If so, email Pam Hartley at phartley55@comcast.net

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