



LVAA News

Letter From The Prez

Steve Radcliffe

Our Prez Steve is having some computer challenges. I know he wants to get information out for a Harris Ranch Fly-In but we also need to publicize our Speaker Night coming up a week from tomorrow. It's Thursday morning so... (*executive decision*...) we'll send Steve's material under a separate mailing I guess.

Following the [Castle Air Museum's](#) Labor Day Open Cockpit, LVAA Newsletter Editor Bruce Anderson helped with some cleanup. Guess this means more cool experiences around aircraft.

With the hot temperatures, a plane captain had accidentally left a couple of cockpit windows open in the KC-97. This aircraft has four Pratt & Whitney R-4360 28-cylinder radial engines along with two turbo jets, it was really impressive to see all the gauges and switches at the pilot, co-pilot, and flight engineers stations. Don, I need to get you up there someday!

Then it was off to the B-36 Peacemaker to help seal it up for winter. I got a different camera angle on the aircraft from the "cherry picker" while helping with seal the upper cannon hatches with aluminum tape. We also entered the reconnaissance camera bay (a.k.a., the forward bomb bay) to lubricate the hatch so I was able to get some more shots in there too. The guys are now in the habit of asking me, "did you bring your camera?"

Back at the hanger I admired a Ryan PT-22, a Bamboo Bomber that was stripped of her fabric exposing the beautiful wood detail, a centrifugal jet engine that had been seating under a plastic sheet for who knows how long. More items to prepare displays of.

"Did we tell you a U-2 did a touch-and-go here Friday?" "No!" Dang, missed that!

Blue Skies, Bruce





Speaker Night

Program: Come listen to Naval Aviator Dale Berven recount some stories of learning to fly for the United States Navy and going onto fight over North Korea. Dale has said, "If you've seen the motion picture *The Bridges at Toko-Ri*, that was what I was doing."

When: Friday, September 17th

Where: Livermore Airport Terminal Building
636 Terminal Circle
Livermore Airport, Livermore, CA

Time: 6:00pm social followed by the program at 6:30pm

Cost: Hosted by the LVAA

Please RSVP by September 15th to JoAnn Bertolucci at (925) 373-1687 or bertolucci@att.net

Thank you,
JoAnn Bertolucci, Hospitality

Calendar

Sept 17th — LVAA Guest Speaker Night
Complimentary Hors d'oeuvres at the Terminal Building

Sept 25 & 26 — LVK Vintage Aircraft Display

Oct 2nd — LVK Airport Open House

Nov 19th — Holiday Dinner
Holiday Dinner at the Terminal Building

See upcoming newsletters for more information.

Standing Meetings — Second Saturday of the month are Fly Out Saturdays.

Meeting times vary (9:45-ish to 10:30-ish), contact Fly Out Captain Candace Murray at (925) 443-6103 or dc3ace@aol.com



Monthly Fly Outs By Candace Murray

On fly out day in July I flew to Seattle on Southwest to take care of family business, and I don't know what the rest of the flyers did, but the next weekend we (Terry and I) ventured out on our first long cross country in our Cherokee 140, N6105W. OSKOSH Here We Come! (We hope).

Day 1: Departure 9:10am - Altitude: Climbing out of LVK up to 11,500 feet, Plan: To fly to Winnemucca (WMC), refuel and then on to Rock Springs, Wyoming (RKS). The best laid plans.....

So, flying along, fat, dumb and happy when all of a sudden the tachometer is heading for zero or thereabouts, but happily the engine is still purring nicely. Now we are over Donner Pass doing an emergency checklist out of sheer habit, but still no significant RPM reading, so we continue on and once over LOL (Lots of Love, Lots of Luck or Lovelock), we decide the runways look quite inviting and we want to get this #@\$ tachometer fixed (stupid idea), as we found out later (2 hours later), no mechanic, no new tachometer and in the heat of the day we decide to call it a done day for flying and venture into town for something to eat, some stiff drinks and maybe come up with some ideas.

No such luck, except the decision is made that the next day we must continue back home or onward with our adventure without the #@\$ tach. Many phone calls that evening finding where we might get one and much encouragement from Ralph and Robert Flagg concerning the particulars of flying without one and leaning to the sound of the engine instead of the RPM gauge readings, pointed us on to Brigham City, (BMC), for repairs.

Enough is enough, we have a long way to go tomorrow and some catching up to do if we want to get OSH on time. Now it's time for some shut eye.

TO BE CONTINUED.....Stand by for Day 2 of our Oshkosh adventure in the next newsletter.

Is there anyone else in the club who has some adventures to share about their flying trips over the summer, if so please send your stories to Bruce (paralleler@att.net) for upcoming newsletters.

See you at our monthly fly out in September and October, the second Saturday. Also in October we are planning a fly out to Harris Ranch, Sat. October 16, lunch and overnight for those who want to enjoy the resort. Prez Steve has all the details.

Blue Skies, Candace





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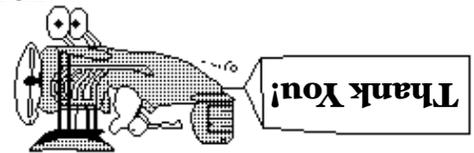
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Safety Report by Ralph Huy
Subject: What's it say! What does it mean?

We all know that we should watch the instruments when we fly, but do we know what they are telling us? Some are obvious, such as the airspeed, but some of them may not be. For instance many of the fuel flow gages in injected engine aircraft are calibrated in gallons per hour but are actually reading fuel pressure thus a high reading could be true or it could be a restricted injector. If you have an oil pressure gage that is reading low is the oil temperature normal? If your airspeed is low is the picture in the windscreen normal? Does the engine sound like the RPM the tachometer says it? If your fuel gages suddenly decrease look for fuel leaking. Always analyze the problem before you do something that may not be the right thing. Several years ago a twin pilot declared an emergency and landed with an engine shut down. When the mechanics checked the aircraft out they discovered that the tach cable was broken but the engine was fine.

Remember the superior pilot uses their superior knowledge and judgment
to avoid having to display their superior skill.

**Air National Guard MC-130P “Combat Shadow” Flies
Bay Area Employers to Ft. Hunter-Liggett**

13 June 2010, Rob Hartley escorted his employer Paul Van Arsdall and twenty other Bay Area employers on a MC-130P “Combat Shadow” flight to Ft. Hunter-Liggett, California. The mission, coined a “Boss Lift”, was coordinated between Rob’s unit, the 91st Training Brigade and the 129th Rescue Wing California Air National Guard. After a pre-flight brief at Moffett, employers boarded the MC-130P, a derivative of the C-130. After a 45 minute, nap-of-earth flight, the group safely landed on Schoonover Airstrip, a C-17 capable, 4,500 foot dirt runway in Fort Hunter-Liggett. After recovering from a APU starting problem, the return flight to Moffett took the employers over Pt. Sur, Pebble Beach and Santa Cruz. Most interesting was the use of IFR templates for departure, then use of an SFO sectional for nap-of-earth navigation. This particular airframe has been around since 1963 but has the latest, state of the art integrated navigation and vision technologies. Powered by four Allison TF-56-A-15 turboprop engines, this particular aircraft has been used for evacuation and refueling operations most recently returning from Afghanistan. Some stats: Speed: 289 mph, ceiling: 33,000 feet, maximum takeoff weight: 155,000 pounds, range: 4,000 miles, cost \$75M.



Checkout A Wonderful 360° Image Of P-51 Mustang Cockpit

Have you ever wanted to have a good “look around” in the cockpit of a P-51 Mustang. Check out this 360° image:

http://www.stclairphoto-imaging.com/360/P51-Mustang/P51_swf.html

(p.s. it loads rapidly in B&W and eventually turns to color. Mouse-click and scroll left, right, up & down)



LIVERMORE VALLEY AIRMENS ASSOCIATION

Livermore Valley Airmens Association (LVAA) Membership Form

Please mail the membership form to
LVAA Membership, P.O. Box 3306, Livermore, CA 94551-3306

Name: _____

Spouse: _____

Address: _____

City, State, Zip: _____

Telephone (Home): _____

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eMail Address: _____

Dues (\$20) Included

New

Renewal

Do you have an experience to share with us?

If so, eMail Bruce Anderson at paralleler@att.net or call (925) 455-6832.

Livermore Valley Airmens Association
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