

LVAA News

Letter From The Prez

[Steve Radcliffe](#)

Hi everyone,

I would like to thank Dan VanDusen for having the fly in to Swansboro. For those of you that missed it, what a terrific time!! Those that went had more fun than is allowed by law.

Having never landed there before it was interesting, the runway has a nice dip to it which makes the landing a challenge. Dan said to me that most pilots have to make a go around the first time. All of our group made it the first time and was proud that no one had to do a go-around — very impressive pilot skills! The weather was excellent and could not have been nicer.

The food was very very good, I think it had to do with the surroundings. There were critters there including turtles, geese, song birds along with our flying dogs Grumman & Angel. If Dan invites us to Swansboro again, don't turn him down, it's worth the trip. Oh, by the way, one of our pilots had to fly back with no PANTS!!!!!! If you come to the July 9th hanger party (see page 2) ask me as to who came back with NO Pants.

I will also have some pictures of our project, the airport sign, that you can view at the hanger party. Hope to see you at Bob Tucknott's Hanger 239 south side on July the 9th.

Steve "The Prez" Radcliffe

From our Mexican Fiesta — Cheryl's World Famous LVAA Chicken Enchiladas

Ingredients:

- One Whole Roasted Chicken (e.g., grocery store roasted. One chicken makes two 13"x8" rectangular glass baking dishes.)
- Two packets Lawry's Taco Seasoning Mix (season to taste for low sodium diet)
- One bottle Las Palmas Green Enchilada Sauce (large bottle)
- One package Corn Tortillas
- Black Olives (optional)
- Cheese (Mexican mix)

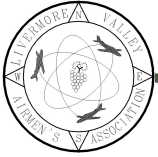
Shred the meat of the roasted chicken and place into a frying pan
Mix the seasoning mix with about 1/2 cup water, then add to the frying pan (note: grocery bought baked chicken is already seasoned, so for low salt diet, season to taste with the taco season mix)
Simmer for about 20 minutes

One bottle Las Palmas Green Enchilada Sauce:
Pour some to coat bottom of a rectangular baking dish
Pour some in a low heated pan and dip tortillas into the sauce to soften
Remove tortilla onto plate, add some chicken, olives, and cheese, and roll
Place in baking dish

Pour remainder of Enchilada Sauce over the enchiladas
Sprinkle with cheese
Bake in oven at 350 degrees for 20 - 25 minutes until cheese is melted



*Yummy!!!
This should bring
blue skies to your goggles.*



LVA A Patriotic BBQ

When: Saturday, July 9, 2011

Where: Bob Tucknott's Hanger #239 (South Side)

Time: 5:30pm SOCIAL
6:00pm DINNER

In appreciation of your continued support, the LVAA will be providing *complimentary* barbecued hamburgers with all the fixings, and fresh corn on the cob.

Please bring a side dish to share.

Bruce, our very own ice cream man, will be churning up some yummy ice cream for us to enjoy.

Please bring your own preferred beverage. Water will be provided.



Cost: One smile! (Hmmm..., should Snoopy's count?)

PLEASE BRING YOUR OWN PREFERRED BEVERAGE

Please R.S.V.P. to: JO ANN BERTOLUCCI by phone (925) 373-1687 or by eMail (bertolucci1@att.net) by Thursday, July 7th.

Livermore Airport Hot Dog Thursdays are OFF for July but back in August — YIPEE!

Calendar

July 9th — LVAA Patriotic BBQ

See above.

Happy Independence Day!!!

July something — LVAA Movie Night

Oops..., I missed June. Sorry. I'll try again.

See LVAA.ORG or upcoming newsletters for more information.

Standing Meetings

Second Saturday of the month are Modesto Breakfast & Aircraft Display Fly Outs, depart before 9:30am.

Fourth Saturday of the month are Lunch Fly Outs to somewhere fun. Meet at LVK terminal at 10:30am.

Contact our [Fly Out](#) Captain Candace Murray at (925) 443-6103 or dc3ace@aol.com for more information.



Monthly Fly Outs By Candace Murray

We have had some great flying weather after the weird weather blew away. A bunch of us have enjoyed the monthly Modesto breakfast fly outs as can be seen on our website lvaa.org. Thanks to Bruce, we have many photos of our fearless pilots, passengers, and their planes.

In June we had a great fly out to Swansboro to Dan VanDusen's airport, see Steve's article on page 1. Thanks Dan for a fantastic time, you really know how to treat a bunch of hungry pilots. Also, we had the usual flyers go up to Columbia for the air show and 45th Annual Father's Day Fly In. Tons of fun and laughter were had by Robert & Julie and Dundee, Candace & Terry, Richie and Grumman and Don Davis flew in for breakfast Sunday. This time Candace and Terry didn't forget the tent and slept in luxury in a normal tent. They did manage to forget the cash and were once again saved by Robert who made them a loan so they could eat the delicious tri-tip dinner and the breakfast each day. Julius and son Angelo flew up in their Mooney's. Lots of neat historic, vintage and Warbird aircraft, vendors, demonstrations and flying performances were enjoyed by all. Featured aircraft this year was the P-51 Mustang. One unique airplane on display was a Husky on floats. This plane turned out to belong to the couple that we met in Yankton on our way to Oshkosh. They were there with all their paraphernalia, bicycles and fancy camping gear and turned out to be camping right next to us. What a small world aviation is.

Our lunch fly out in June was to a new destination for some of us and others hadn't been there for a long time, Santa Rosa, STS, and lunch at the Sky Lounge. Great place to dine outdoors and watch planes coming and going, even Dash 8's operated by Alaska Airlines. An extensive menu is offered and the food tasted so good. We only took 2 planes and fit 3 in each aircraft. There was Julius, and co-pilot Bruce and Candace comfortably squeezed up in the back of his Mooney, with the state of the art instrument panel, designed by Julius. Robert flew his Apache and had Don as his co-pilot one way and Terry the other way. It was a beautiful day to fly viewing the wine country vineyards along the way.

Next scheduled fly out is to Modesto for breakfast, July 9th, same day as the LVAA BBQ. See you all there.

Blue Skies and Happy Flying,
Candace Murray



Safety Report by Ralph Huy

Subject: I was better, but I got over it!

When we got our last pilot certificate or rating we were on the top of our game. We could do all of those maneuvers in the test guide within the tolerances without a problem. How many of us could pass that check ride today? A friend of mine who had the opportunity to go on a flight with Bob Hoover commented after the flight that Bob had rarely stayed in straight-and-level flight practicing rolls and other things ending with a series of one wheel landings. When is the last time you practiced slow flight? Stalls? Steep turns? Power-off approaches and landings? As pilots we should always be expanding the envelope we are comfortable flying in. Knowing you can do a power off approach and landing will relieve a lot of pressure when the engine fails.

Remember the superior pilot uses their superior judgment and knowledge
to prevent having to show their superior skills.



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Snoopy even made sure the
Santa Rosa Airport
was ready for Grumman & Angel.





Adventure to Oshkosh – Day 5 & Beyond — From KYKN to KOSH

We want this episode to take us all the way to OSH. Here we go or no go. Dawn brought inclement weather in Yankton, SD. As we waited for CAVU, we met a couple from Elk Grove who had a spiffy Mooney trying to get to OSH too. Well, why not rent a car and see the town? What a great idea! We checked out the overflowing banks of the Missouri River and a celebration ensued with an old fashioned BBQ with band and dancing on the grass into the late evening. It was a gorgeous night in South Dakota.

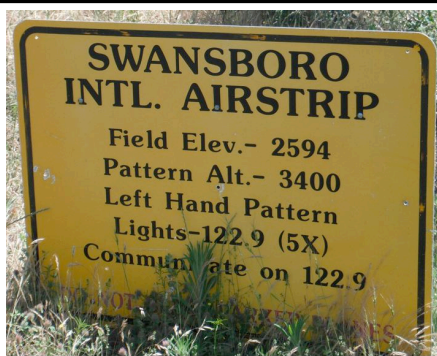
Next morning turned out to be perfect and we were off to OSH again. Next stop Winona, MN, for fuel and on to Fon Du Lac because OSH is not accepting arrivals – still flooded. While on final approach to FDL, tower decides there isn't any more room for airplanes to park so they said, "6105W depart the pattern" and plan B ensued; divert to Juneau, Dodge County, UNU, where luckily we had a hotel reserved. We arrived to a full pattern and airport and another wonderful reception for Oshkosh goes with food and drink, glad to have a hotel to go to.

Up at the crack of dawn and back to the FBO, we found out that OSH was only accepting a few planes, still drying out from rain. All pilots congregating there got together and decided to rent a bus to get to OSH for the Big 1st day of OSHKOSH and arrival of the DC-3's. Now, I was finally going to realize my dream of being there for the mass arrival of the DC-3's celebrating 75 years.

WOW, what an amazing fantastic arrival it was and although they couldn't all land, the fly by consisted of about 25 or so. Some flew low and slow making a low pass and others landed. Not all could land due to the soft ground and flooded areas, they would fly off to another rendezvous point. There was N41HQ and N97H former Otis Spunkmeyer DC-3's, that was a special treat for me. Too much excitement, time to get back on the bus back to Dodge for the night and campout. Little did we realize the mass arrival of mosquitos that would greet us that evening. It was outrageous! We pulled up stakes and tried to find a hotel. All full, so ended up sleeping in the FBO in an overnight room at the pilot lounge for a small fee — what a deal. Isn't aviation fun!

Up and at 'em the next morning — we are going to fly into OSH. Are we crazy? All fueled and ready to go along with a steady stream of airplanes. But what's this, radio problems, try another headset. That fixed it, there was a broken wire. What next? Well, off we go into the wild blue yonder. Terry has charts, GPS, special instructions for arrivals to OSH all in hand, what would I do without my trusty co-pilot and navigator? We are getting closer now, we are on frequency, follow the railroad tracks, blue and white Cherokee rock your wings, follow the red and white Cessna, enter left downwind, don't talk just obey. Everything is fast and furious and we are in the pattern and finally on final approach, we are really going to get to OSH. WOW, we are here, survived the excitement and the landing, now being led astray way out to the back forty 2 miles away from where we want to camp, but we made it, whew. I think getting there was half the fun. Let's see what this place has to offer for two tired but rearing to go aviators.

That's all for now,
Candace & Terry





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

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

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