

LVAA News

Letter From 'The Prez'

By Steve Radcliffe

The end of the year 2014 is coming to a close; it seems to sneak up on us. It has been a busy year for me; I completed a trifecta. I went to [Oshkosh](#) for the first time in 25 years and rode in a Ford Tri-Motor. What a thrill! When you see me at an upcoming event, ask me who the Co-Pilot was during the flight. The second event was the [Reno Air Races](#) which I have been going to for 35 years. Great weather and interesting racing. I will be going again next year. The third leg was fleet week where I got to enjoy it from the deck of the [Liberty Ship SS Jeremiah O'Brien](#). It sure gave me a different view of Fleet Week being on the largest ship on the bay for the air show!!!

It has also been a busy year for LVAA. Candace has been instrumental in keeping the fly-outs going. Well done Captain! Our dinner gatherings have been well attended and loads of fun thanks to Chris; well done! LVAA still has money in our treasury, thanks for not running off to Hawaii with the funds Rob. We are losing one of our valued Board Members for next year, Bruce. Bruce has been a very dedicated member doing an **OUTSTANDING** job doing the News Letter, Web-Site, Ice Cream maker, movie night and an all-around good guy. Bruce has indicated he still will do movie night. Bruce, on behalf of LVAA, Thank You so much for the time, effort, and work that you have put into the organization.

Our Fly-Out to Swansboro was once again a great success. Thanks Dan for hosting the event! We will be back next year. The fire was close but they are still there.

The new Livermore Administration/Restaurant building is slated to open January 2015.

Hope to see you at the upcoming Holiday gathering at the Livermore Terminal Building and the Take-off Dinner at Cattlemen's Restaurant in January.

Steve
"The Prez"
Radcliffe



Reach For The Stars!



Terminal Velocity Holiday Potluck Dinner

- When:** Saturday, November 15, 2014
- Where:** Livermore Airport Terminal Building
636 Terminal Circle, Livermore, CA
- Time:** 5:30pm Check In and Social Hour
6:30pm Dinner
- Menu:** Ham & Turkey, Potatoes & Gravy, Stuffing & Sweet Potatoes
Dessert by Bruce, the Ice Cream Man
- Cost:** Free, Happy Holidays!!

Everyone please bring a **side dish**.

PLEASE BRING YOUR OWN PREFERRED BEVERAGE.

There is no beverage machine.

PLEASE R.S.V.P. the number attending to Chris Greenlaw by phone (925) 455-6922
or by email (cpgonmars@aol.com) **by Wednesday, November 12, 2014.**

We will have our 50/50 raffle and door prizes.

**Also bring a new, unwrapped toy for donation to charity,
you will receive an extra door prize ticket per toy.**



Pam Hartley Returning As LVAA Newsletter Editor

I'm moving on as the LVAA Newsletter editor. I did my ski club's newsletter for around ten years, my alpine racing club's web site for about ten years, and am heavily involved with several other projects so I'm saying, "I've done my tour of duty." I'll still be around with occasional eMails & Movie Nights.

Pam Hartley has graciously offered to carry on. THANKS PAM!

To Infinity & Beyond! Bruce

p.s., I think my little red biplane turned thirty this Halloween.

Calendar

Standing Meetings

Second Saturday of the month are Modesto Breakfast & Aircraft Display Fly Outs, depart before 9:00am.

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.

NOV 15th — Holiday Dinner

JAN 2015 — Cattlemen's

See LVAA.ORG or upcoming newsletters for more information.



Safety — Landings

By [Dennis Vied](#)

I'm sure that the subject of crosswind landings can be a mystifying subject to new pilots, since they are being taught to coordinate their controls, EXCEPT for crosswind landings. My approach is that there shouldn't be a distinction between crosswind landings and normal landings. The matter of lining up with the runway is the same in all instances, use rudder to align the nose with the runway centerline, use the ailerons to control sideways movement to remain on the centerline. This works in all instances, with the difference being that you have to hold the correction in when faced with a crosswind.



It's comfortable to fly a crab down final until the final 500 feet of the approach, then use the runway alignment technique to align the aircraft with the runway centerline. We do that so that the wheels roll straight when they contact the runway. We use the runway centerline as the target for sideways alignment. From the final 500 feet of the approach until completion of roll-out, we forget all about coordination of controls, and use the "landing technique." If we must go around, then we re-assume the coordination of controls.

I think if we approach landings with this idea, it becomes a subject much easier to understand, for not only the new students, but some of the OAFs as well. (OAFs = Old Airport Farts). Fly safely.

News From Our Fly Out Captain, Candace Murray

It's been awhile since I have reported on our flying activities. Many fly outs have been enjoyed by our fearless flyers, family and friends since March.

We have flown to many MOD breakfasts. It's a great breakfast with lots of delicious food and hangar flying and flying adventures along the way. Every 2nd Saturday of the month from 8:30 - 11:00. Other fly out adventures have been to SAC, and Eagle Field, where Barry & Maureen and Stu and Marilyn were on the scene. There was Petaluma, Columbia, Swansboro (Dan's place), and RNO where Terry and Candace flew in for the Balloon Races, to mention a few.

The amazing pilots that fly out to these adventures and eating frenzies are usually Robert Flagg & Julie, Julius and JoAnn, and Angelo, Don Davis, Bruce, Bob Brown, Dennis, Lenny, Kevin & Sandra, George & Gloria, Rich & Nancy, and sometimes. The "Prez" Steve and Donna join us or Stu and Marilyn show up in a B-25 "Old Glory." One day in Modesto Terry was flying and we ended up being on final approach alongside the B-29 "Fifi," now that was exciting! The only flying B-29 and I was looking out the co-pilot's window in awe of that airplane, what a thrill. They flew by and made a low pass then came back around to land and I got some great pictures.

Last weekend Rob, Pam and grandson Derek joined us in a Warrior for a fly out to the Aviator's Restaurant at SAC. They were using runway 30 which is a little unusual but interesting as they have lots of runways at that field such as 34, and 2, 12, 16, and 20, they run in every direction. Great breakfast, served all day long and other good food.

If any pilots have flown to other destinations please share your adventures with me so I can get them in the newsletter.

Next week it is back to MOD for breakfast again, Nov. 8th. Hope to see lots of you then and at the Holiday Pot Luck on the 15th.



The LVAA Thanks Its Sponsors

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Candace Murray, Travel Specialist
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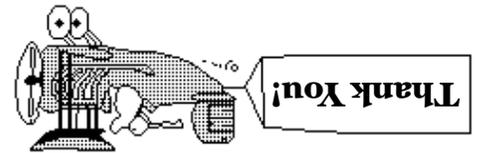
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Treasurer's Report

Ralph	\$3,158.00
LVAA	<u>\$6,259.64</u>
Total	\$9,417.64





A Flight Report From Robert "Bob" Flag

Captain,

Wow, what an adventure! Decided to launch about noon Wednesday. The ride was real jouncy! In fact about halfway to 022 Dundee passed a copious quantity of gas! It was the first time she has ever commented in my piloting skills in this fashion. I was actually very happy it was this.... Like it could have been much worse, her comment I mean.

We had to fly in under the ceiling to get to Columbia but it was sufficient margin to be safe. We landed and ate our sandwich lunch and then began to set up camp, and not too soon. I put on my foul weather gear and set up the tent and then scrambled to get the gear from the plane to tent as it began to rain. If you can picture Dundee and I laying on top of blankets pillows and assorted gear, listening to the rain on the tent. It was wonderful, and we both fell asleep mesmerized by the sound.

About 40 minutes later I woke up and it seemed like it was going to taper off and then I could reorganize our little world. It had other plans..... It started getting darker and darker, the lightning and thunder became almost continuous and the rain came down in buckets. Dundee was looking at me and her expression was sort of, "What the heck have you gotten us into now, Boss?" It's called a thunder storm in the mountains!

At one point I looked out the tent and could not see the hangers at the approach end of rwy11. The AWOS reported 1/2 mile and 300'. I would have loved to have captured it on my iPad video, but it was in the airplane and I would have gotten completely soaked trying to retrieve it.

It finally subsided and we both fell asleep again..... Us old creatures like to nap a lot! When we awoke it was eerily quiet, and the sun was shining and hardly a cloud in the sky.. Wow, what a change.

We organized our world and discovered hardly any water inside the tent... It had served us well. It wiped up easily with the extra towels that I had forethought to bring. We had kielbasa, beans, and a small can of orange slices for dessert — Dundee got an extra large portion of Kielbasa for being such a brave pup! She is such a wonderful companion and we have had so many adventures in our 14.5 year association. But I know it can't last forever.... Sadly.

That evening we both slept well. It even sprinkled a bit sometime in the middle of the night, but we knew we could handle anything Mother Nature could throw our way. The gentle pitter patter on the tent will put the worst insomniac to sleep in short order.

Thursday was beautiful! Pleasantly warm and no wind, we were the only campers in the campground. The whole place belonged to us!

Dundee got her usual doggy food, an additional fried egg, two slices of bacon and part of a cheese Danish. Good dogs should get rewarded appropriately, don't you think?

We left for home a little after noon. The ride was smooth!

Adventure completed, another one for the record book! And believe me, the thunder and lightning and rain was a record for me.

All planes and crew returned to base successfully.

End of report.



Rats, we need to slice the plastic mail seals now.



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

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

Livermore Valley Airmens Association
P.O. Box 3306
Livermore, CA 94551-3306

FIRST CLASS MAIL



Moving A Former Air Force One

I'm working on a video and will let you know when it's up.

[Here's a video of it's arrival at the Castle Air Museum.](#)

Check us out at LVAA.ORG

New USPS "non-perforated mailing seals" mean we need to slice the plastic tabs now.

Rats, we need to slice the plastic mail seals now.

Rats, we need to slice the plastic mail seals now.