



MDPA news

Sept 2009 Concord, CA webmaster@mdpa.org Volume 37 Issue 9

Meeting Notice

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|----------------|--------------------|
| Date: | September 18, 2009 |
| Place: | MDPA Clubhouse |
| Dinner: | 6:30 PM |
| Program: | 7:00 PM |
| Board Meeting: | Oct 7, 2009 |

September Presidents Message Steve Kennedy

I almost choked when I wrote the title to this report. September! Man, where did summer go. I haven't done as much flying as I wanted to. I haven't got as much done around my house as I told my wife I would. I haven't finished some of the projects at the clubhouse I wanted to. Dang. And now the summer is gone. So what has your President and board been doing this summer. Well, as I said at the dinner in August, we've been analyzing our finances. Based on the mini survey that I sent out via email, it

looks like the membership would like to see the dues lowered. Most people said that they thought this would bring in more members. So, for 2010, we'll try \$99 dues. We'll see how it goes, and how we do financially next year. BUT... just lowering dues alone won't bring in members. MEMBERS bring in new members. So here is the challenge. YOU ARE ALL MEMBERSHIP AMBASSADORS. I want every member to bring in at least 1 new member next year. Invite your non-member friends to a dinner, or a breakfast. Show them your MDPA discount on fuel at Sterling or PSA. Plan on seeing many membership activities next year.

The other big club item coming up is elections. We need nominations for next year's officers. We have several positions where the incumbent is terming out. That means the positions of Treasurer, Secretary, VP of Activities, and VP at Large will have no candidates. That is, unless YOU volunteer, or nominate someone else. As a club we are only as strong as our volunteers. We are an awesome organization, and we need your support to continue.

Now, let's talk about trips. We haven't had a lot of participation in the trips so far this year. I know there are thousands of reasons for this. Personally, I haven't been able to participate in the trips either. We should have some great fall flying weather. How about trying to plan some trips for this fall. Let me know. Send me an email or a phone call. Lets have some trips.

Respectfully, Steve

Our own John Summers and
Capt Chesney Sullenberger at
Oskosh 09.



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Articles and photographs for the
newsletter should be e-mailed to

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Up Coming Dinners

September – Pat’s Famous Chili – Pat Miller

October – Steve & Diane’s Halloween Spectacular – Steve &
Diane Kennedy

November – (YOUR NAME HERE)

December – MDPA –Holiday Party



Betty Dunn and Jay McCartney share a laugh
at the Korean BBQ

MDPA Mission Statement

The Mount Diablo Pilots' Association is a non-profit organization based at Buchanan field in Concord, California (KCCR). There are many benefits to joining the club. The purposes of the Mount Diablo Pilots' Association are:

- To promote good public relations between general aviation enthusiasts and the local community.
- To encourage participation in fly-ins and other aviation activities.
- To promote safety and educational activities for pilots.
- To provide mutual resources of information on flying for members.
- To furnish information and support to the Contra Costa Airport Advisory Committee and other governmental agencies concerned with aviation. • To be a proxy on aviation matters of community concern for its membership.



Bill Landstra & Brian Enbom

Bob & Kristie Torrey



Charlie Devars the NEW KCCR Tower Chief





The MDPA Little Man

Nancy Miller & Lorraine Bartneck take a well deserved break



Nancy Miller, Brandy, Lorraine, and Maureen Bell



Russ & Sherry Roe

Brandy and her mother
Lorraine relax after
dinner



The group listens with interest
to our speakers



James talks about tower operations



Another great breakfast but this time by the old pros Steve Kennedy and Vince Siebern! Since when has the masses been served by the King and da past King of da Mountain!

This time the experiment worked (I brought my own TV!). We were able to do the WIFI thingie as well as present safety sessions from experts. We reviewed the NTSB report on the Bonanza crash at Cameron Park a few years ago in slow motion through the incidental filming by a camera crew. It almost appeared to be a perfect storm of coincidental events that brought the airplane down. Had any one of the factors not happened the accident would not have happened, IMHO. (AOPA has the report on-line.)

As we did last month, we were able to download from the internet an audio presentation on "pilot reports" by AOPA's weather expert Scott Dennstaedt (www.pilotworkshops.com/public/335.cfm). It was noteworthy how important the reporting of good conditions and no ice was to the WX gurus, it is the basic info for SIGMETs. We also heard the audio presentation by Bob Martens talking to Wally Moran, an airline gent & instructor of 46 years, covering "Flight Debriefs" and the use of a pilot "diary" to record unexpected events (www.pilotworkshops.com/public/347.cfm). I held up my own well worn "diary" (i.e. "log") that is a record of mistakes going back a lifetime (but only for aviation!). It has many entries highlighted in yellow (mild) and red (horrible). It will self-destruct when a lawyer looks at it.

The last item brought to the table was "runway incursions." I was the only one confessing that it had just happened to me, no one else would fess up----- and I was sure that there was no FAA reporter in the room! Jim Clarke, a new "old man" type pilot, told the story since he was with me. It seemed that what led up to the mistake was that I was very quickly headed downhill with a disease and was not functioning on-par. That lead to off-handed remarks about medicines and non-alcoholic beer effects on pilots performance. Guess what, "O' Douls Non-Alcoholic beer " has alcohol in it!



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1900

1911

In August 1911, Harriet Quimby became the first woman in America to get a pilot's license.

1927

August 1927, the Cessna All Purpose took off and Clyde Cessna's Cantilever design has been the standard since.

1969

In 1969... The biggest helicopter ever built, the Soviet Mil V-12 secures an unbeaten world lifting record for rotary-winged aircraft by carrying 40,205.5 kg (88,636 lb.) to a height of 2,255 m (7,400 ft.).

1975

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Blue Skies and Tailwinds to:

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