



MDPA news

November 2010 Concord, CA webmaster@mdpa.org Volume 38 Issue 11

Meeting Notice

Date:	November 19, 2010
Place:	MDPA Clubhouse
Dinner:	6:30 PM
Program:	7:00 PM
Board Meeting:	November 3, 2010

November 2010 Presidents Message **Steve Kennedy**

Well it's November. Another year is almost complete. They sure seem to be getting shorter and shorter, don't they? It's almost the end of my term as your president. I'd like to reflect a little on some of changes I've seen.

We've been in this new club house for almost 3 years now. We weren't really happy about having to move. And, just as we suspected, there hasn't been any development at our old site yet. But be that as it may, we've settled in here. The new club house has become home. It doesn't have some of the atmosphere of the old club house, but we'll survive.

With the new club house, we've seen some of the membership change. We don't really have a major issue facing airport tenants right now to bring people together. Because of that, the attendance has fallen off a bit. But we've also seen some new faces. And we've seen some new people step up into roles for the club. This is a good thing in that it means the club can survive as an entity as it goes forward with these new people. I think this is probably most evident with the makeup of the breakfast cooking staff and our new batch of officers. There is a whole story about how the breakfasts started out, that is too long to go into here. It started small, and just grew. Now, the beginning of every month, we have 3 or 4 cooks, some of whom weren't even members when the breakfasts first started, and we have guest "facilitators" hosting the safety portion of those meetings.

This year's officers are a mix of long time active members on the board, and some who are new to the leadership roles. (See the full list in this newsletter). I think this is a healthy thing for the long term viability of our club.

Did I accomplish everything I set out to when I took the position as president? No. But I do think we accomplished a few things. We had some really good dinners. We had some really good speakers. We learned about everything from the early days of Hollywood and the stunt pilots, to the life and careers of a Tuskegee Airman. We had some nice trips. We had some really interesting safety discussions. I learned that with modern automobile engines, you can't kill yourself with carbon monoxide poisoning anymore. But you still need to be careful about airplane engines. (If you're wondering about this, come to a breakfast where this has been discussed). And, with your participation, we'll have much more of the same next year, and beyond.

Our November dinner will be a little different. We know that having an MDPA dinner right before Thanksgiving means that NOBODY really wants to cook. Nobody really wants to prepare dinner for 30-40 of their closest friends here, and then go home and have to make dinner for the family. Soooo. Diane Kennedy and Elaine Yeary are working to create a "Group Participatory" Mexican dinner. So far we will have Creamy chicken enchiladas and tamales, and cinnamon tortilla sundaes. I'll bet that's not something you'll be having for your Turkey Day. If you can help with a Mexican side dish for this group dinner, let Diane know.

Respectfully,

Steve.

MDPA Mailing Address
PO Box 6632 Concord, CA
94524

MDPA Officers

President:

Steve Kennedy 925-370-0828

President@mdpa.org

VP Activities:

Vince Siebern 415-897-0861

VPActivities@MDPA.org

VP Programs:

Maureen Bell 925-381-7679

Programs@mdpa.org

VP Communications:

Patty Gilchrist 925-833-8822

Communcations@mdpa.org

Treasurer/Membership:

Bev Levy 925-937-3444

Treasurer@mdpa.org

Membership@mdpa.org

Facilities Manager

John Summers

Facilities@mdpa.org

Secretary:

Secretary@mdpa.org

John Levy 925-937-3444

Director at Large:

Bob Weiss 925-743-9044

Atlarge@mdpa.org

Past President:

Patrick Miller 925-685-3354

Pastpres@mdpa.org

Aviation Advisory Committee

Russ Roe 925-228-0138

Safety/Maintenance:

Stewart Bowers 925-254-0804

Web / Newsletters :

Elaine Yeary 925-767-4115

Webmaster@mdpa.org

Articles and photographs for the

newsletter should be e-mailed to

Newsletter@mdpa.org

2010 Dinner Schedule

November - Mexican Dinner

December - Christmas Party - MDPA
Main Course, Potluck Side and the
infamous MDPA Gift Exchange



Sam "Mark" Gilchrist
06-10-1931 - 10-11-2010

In October we lost a long time MDPA member, Mark Gilchrist. Mark and Patty Gilchrist have been members of MDPA since January of 1989. Flying was Mark's passion. He served in the Air Force and the Air National Guard until 1979. He flew for both the Colorado and California Civil Air Patrol. He loved his Navion airplane. He was a member of the Knights of Columbus, MDPA and Golden Gate Navioneers. Mark is survived by his wife of 38 years, Patricia, two sons, Brent and Kent, a daughter Marcy, and four grandchildren. He will be missed by his flying friends.

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.

2011 Officers

President -	Maureen Bell
VP-Activities -	Bob Weiss
VP-Programs -	Felix Boston
VP-Communications -	Elaine Yeary
Facilities Director -	Stewart Bowers
Secretary -	John Levy
Treasurer -	Bev Levy
Member-at-Large -	Scott Acheilles
Past-President -	Steve Kennedy

Other Assignments:

Coordinator - Saturday Breakfasts -	Steve Kennedy/John Summers
Coordinator - Dinner Meetings -	Bob Torrey
Coordinator - Safety Clinic Moderators -	John Potter



Presidents:
Outgoing and
Incoming



The food line is always popular.

Joyce and Stewart Bowers and their guests. Bev Levy and Pat Peters.



Mom, Richard Roberts and John Potter.



Maureen introduces our speakers, Pam and Scott Buckingham from the Oakland Aviation Museum.





Diane brought goodies she made.

Elaine brought goodies she bought at Costco.



Steve and John Levy.

MDPA SAFETY CLINIC

10-2-10

MODERATOR: John Potter

O.K.--so the blueberries didn't get there! End of season you know, and frozen bbs are tough skinned. We are perfectionists for our healthy breakfasts---thanks to Johannes Verhock's delicate cooking of meat, pancakes, and Steve on the eggs any style, at least you can ask, even if you get another unrecognized "style." Thanks to the cooking crew.

For this session we observed a special take off technique (Russian Jet adding a little "turf drag" with gear coming up---Bad!). Yes Martha, you can start the gear up too early where the squat switch doesn't help you one bit

Discussed a recent video stream by AOPA's Ron Machado, the humorist and instructor. On landing, searching for the "sweet spot" on flair by the "sampling response" technique. Dr Rihn offered a medical term, "butt response" to measure pucker factor on flair. Don't really know if I heard that right. Machado also threw out idea of both hands on the yoke for the flair for finesse, along with a little trim as well. How about the first item on a "go-round?" You know, not jamming power in, finesse again, with pitch following. Yes, Elaine, you was right! Configuration next, and yup, last is communications.

MOAs came up, especially when it is a bombing range and you can't sneak under it when "hot."

Got into the outcome of losing the governor on take-off. No, not the Arnie Gobernator! It is NOT intuitive what you should do, just ask the aerobatic guru Dr. Rihn. If abort no longer an option, climb, and the only way to do that in most aircraft (Bob Belshe's hot rod is an exception) is add power even with a flat blade. Yes, the engine goes well above red-line but the article referenced noted that the most likely consequence is more wear with no required tear-down.

I know, this last item is not a safety item, but I thought that I would close with a report on the outcome. I asked everyone to tell me why I could not get an IFR clearance out of CCR with a /A on my IFR flight plan request. The tower guy really did not know and referred me on over to Travis Approach. Travis told me that their rules simply say that no clearance will be issued with a /A and you have to depart VFR and pickup the clearance in the air. The reason---and only one person in the group had this answer ----- no radar coverage by Travis for CCR at near ground level. GPS/RNAV departures are O.K. Now I ask the question of why I can get an IFR clearance window by telephone for departure at other (remote) airports with no radar coverage at all, e.g. Arcata. I get the impression that Travis is making it's own rules. Now this discussion could go on forever because even Travis has a radar that is a composite using inputs from several feeds around the valley as they add enhancements due to the windmill problems. There ya go!

PS - from ecy: Remember, as of 10-1, you can no longer "taxi into position and hold". Now it's "line up and wait."



Pacific States Aviator
51 John Glenn Dr
Concord, CA 94520
(925) 685-4400
Unicom 122.95

Mt. Diablo Pilots Association
PO Box 6632
Concord, CA 94524

Blue Skies and Tailwinds to:

In This Issue:

- 1 Presidents Message
- 3 New Officers
- 4 September Meeting
- 7 Safety Clinic

First Class Mail
Address Correction Requested