



# MDPA news

February 2011 Concord, CA webmaster@mdpa.org Volume 40 Issue 2

## Meeting Notice

Date:	February 18, 2011
Place:	MDPA Clubhouse
Dinner:	6:30 PM
Program:	7:00 PM
Board Meeting:	February 2, 2011

## **President's Message**

Well, we could not have started the New Year on a better note. What a fantastic crab and tri-tip feed – I don't think I've seen that many people at an MDPA function, since the last Casino Night. Many thanks to Bob Torrey for arranging this meal, Kristy for the decorations, tablecloths, yes, tablecloths and bibs!, and

our chef Bob Weiss for the tastefully prepared tri-tip.

To top off the evening, we had a perfect gentleman, LeRoy Parker, entertaining us with tales of his experiences over a long military career.

February is not only Valentine's month, it's also time for Italian food at MDPA, so save the date, February 18<sup>th</sup> and bring your valentine to the dinner where we'll have another interesting speaker to entertain us.

Many fun trips have been planned for our members this year, so please check them out and join in whenever you can, we need to keep those engines running to avoid more maintenance in the long run. With such unrest in Egypt, the price of oil is just exploding which means it costs more to fly, but don't forget MDPA members have the benefit of a discounted price at our local FBO's. If you cannot make a flight please join us for the breakfast and safety meeting, where you'll not only enjoy good food, you'll receive good information about many problems you could encounter and how to avoid them.

We are planning an Open House in June in an attempt to draw more people towards aviation and encourage them to join MDPA by explaining what we love to do. If anyone has ideas that would help in this regard, please let me know. This year is also the 65<sup>th</sup> anniversary of general aviation at Buchanan Field so let's try to make it something special.

To those of you who have renewed your membership, I thank you and invite you to stop by the clubhouse to see how it is improving. To those of you who have not, as yet, renewed, we'd love you to stay in the club and participate in the many activities planned for this year.

Maureen Bell  
President

*Mt. Diablo Pilots Association, an association of aviation enthusiasts - aircraft owners, renters, students and affiliated businesses are welcome.*

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## February 2011 Dinner

*Italian* - sponsored by John and Jude Potter

### February 18 Program and Speaker

Lee Younkin was drafted into the Army Air Force in March 1941 and was piloting a B-17 in January 1942 at the age of 19. He flew 51 missions in North Africa, was home for five months and then transferred to a B-24 squadron. Being the only pilot with combat experience, he helped train flight crews before returning to Europe. While based in Italy he flew some of the later raids on the Ploetsi Oil Fields and after flying 49 missions, returned to the USA. He was flying F-86 fighters when the Korean war broke out but never saw combat. He spent some time in Korea, but that was after the war ended. When the Vietnam war started, Lee flew C-130's from the states to Vietnam and back. He flew 3 TDY missions to Vietnam and later retired from the Air Force.

### Thank You Mr. President

STEVE KENNEDY

President 2009 & 2010



The "Irishman" danced us along with enthusiasm, cajoling and innovation to make the Clubhouse a place of fun and cheer. The Club is better for Steve's dynamic leadership.

Maureen presented Steve with a plaque expressing our appreciation for his hard work.

#### 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.

## MDPA Andy Marshall Memorial Scholarship

The first recipient of the MDPA Andy Marshall Memorial Scholarship, to be awarded at the February dinner meeting, will be Sophia Malerich. Sophia is almost 18 years of age, a resident of Hayward, CA, student at Las Positas College, nanny and almost a Private Pilot.

### MDPA Activities

Bob Weiss led the first 2011 MDPA fly-in to Santa Rosa on Saturday, February 5th. The trip was originally scheduled for January, but zero-zero fog caused it to be postponed until the sun came out in February.

Three Cessnas, a Cherokee, a Mooney, a Grumman and a V-Tail Bonanza carried Knute Fisher, John Potter, Charlie Janda, Bob Belshe, Bob Weiss, John Crabtree (CCR Tower Controller and guest speaker at the Safety Meeting prior to the flight), John Summers, George Vuyovich, Franz and some additional guests on a beautiful, though slightly turbulent flight to STS, Charles Schultz Sonoma County airport for lunch.



The schedule for future 2011 activities:

March 5th - Willows (WLW) to Nancy's Cafe

April 2nd - Hollister (CVH) to the Dingaling Cafe, visit Vintage Wings & Wheels

May 7th - Boonville (D83) to the Madrones Inn for lunch and 5 couples overnight accommodations, wine tasting and dinner

June 4th - MDPA Open House - Pilots and aircraft for static display wanted

July 2nd - Georgetown (E-36) for a picnic lunch

September 3rd - Santa Ynez (IZA) for overnight stay in Solvang. Stop at Oceano (L52) on Sunday on the way back to CCR

October 1st - Little River (LLR) for lunch in Mendocino

November 5th - Auburn (AUN) for lunch at Wings Grill

December 3rd - Harris (308) for Holiday lunch at Harris Ranch

## MDPA Safety Clinic January 8, 2011

Moderator - John Potter

Off to a roaring start with the traditional **non-diet** breakfast. Steve Kennedy doing the sausage & bacon, Jim Clarke on the griddle and John Summers on the egg “any style” skillet. Great breakfast, and, after all, “chow and hanger talk” is why we really come together on such a dreary Saturday morning, right? The Safety Clinic is just a distraction on subjects that might be uncomfortable to bring up in polite conversation.

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MDPA

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CCR next to Sterling Aviation

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MONTHLY DINNERS 3<sup>RD</sup> FRIDAY 6:30 PM

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MONTHLY BREAKFAST 1<sup>ST</sup> SATURDAY 9:00 AM

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The above calling card has become an indispensable asset when telling pilots I see at the airport about our club meetings. Handing a person who is already distracted wrenching or washing the airplane is a mighty fine way to get the information into their hands for future use. (note--it is best to put your own e-mail info on the card.)

Everyone was reminded why we do these safety clinics, i.e. it is in the Mission Statement that we do” Safety.” John Levy, Board Member, reminded us that the Breakfast and Clinic meetings are for all pilots, not just club members, but the fuel discounts by Sterling are only for members. Somehow the subject of using marijuana and the impact on young minds (article in a recent Time Magazine) was thrown on the table for discussion. Without anyone saying they knew too much about the stuff, we seemed to accept the idea that “pot” does indeed have long term deleterious effects on the brain and psychological behavior. The article emphasized the effect on young men. (Now, what does that imply for ole men and women of all ages?)

A personal accounting was related on the use of “Personal Minimums” where I was about to launch on an IFR/night proficiency flight after a long period of not flying and heard the lower CCR minimums on ATIS after starting up. I already knew of low ceilings in the valley where I was headed so it was a “no brain’r” to just go change oil instead. (The next night I did the flight and now maybe I think that I should have exercised the “Personal Minimums” again because it did not go well at all in that it was too much to bite off at one time cold-turkey.)

ELT installations were discussed in light of the Otter crash in Alaska last year with former Senator Ted Stevens on board. When the aircraft hit the mountain the new 406 ELT became a projectile and separated from the antenna. It activated I understand from the NTSB report but the signal couldn’t go anywhere. From the photos I concluded, having installed my own Kannad 406, that the strap was installed improperly (toward one end) around the cradle so that the ELT could leverage up and pop out at the other end upon aircraft impact. Not good!

The question was asked if anyone knew about the “hotspots” noted on airport diagrams for various airports, and namely CCR. No one raised their hand to the question. I happened to note the notice in my review of instrument procedures in the TERP binder. There are 4 hotspots noted for CCR and it would be helpful for any incoming pilot to CCR (VFR or IFR) to know where they are, especially if they are new to the airfield.



On the never ending discussion of using unimproved airstrips the thought was thrown out that there is a tendency of pilots avoiding ever using one and remaining concrete. The argument was made, “well, one day you will have to use one whether you like it or not” so you’d better go out and try a few. I suppose you could call that recalibrating your risk assessment process. Of course, the subject of proper leaning when at higher elevations was chewed on again and it was amazing how many different approaches are taken depending on the POH for a particular type aircraft. It is even more challenging for a turbo’d aircraft. The example of using the Crazy Creek Gliderport (Middletown) emphasized that some form of briefing/instruction was really necessary before attempting to operate from the very challenging short and mountain impacted airstrip (the management allows people to fly in for glider rides).

Icing on the wings-----how much is permissible for taking off? Well, it depends. Generally all will agree, “none” is the right answer, even frost. BUT, there was a consensus that frost can be acceptable depending on the “forgiveness” factor of the wing design. Fat wings (vs laminar flow wings) are most forgiving. How do you get the ice/frost off when confronted with being in the boondocks and no FBO to provide support; well, how about the auto parts store or a barn nearby and find some windshield fluid or antifreeze? The bottom line is that you never take off with any measure of real ice on the wing. There are many who have tried it, unsuccessfully, including me.

### March 5, 2011 Safety Clinic

Keith Freitas, Airport Manager, will be attending and will discuss the new safety procedures and access control planned for the airport. This is something that all Buchanan Field pilots should be aware of, so come by and enjoy a great breakfast and hear the latest news from Keith.

### January Dinner



Crab



Tri-tip



Enjoying the meal



Speaker LeRoy Parker



Full House









HAPPY  
VALENTINES  
DAY!!!

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Blue Skies and Tailwinds to:

### In This Issue:

- 1 Presidents Message
- 2 Thank You Mr. President
- 3 MDPA Scholarship
- 3 Activities
- 4 Safety Clinic
- 5 January Meeting
- 7 Membership

First Class Mail  
Address Correction Requested