



MDPA News

Mount Diablo Pilots Association
Buchanan Field, Concord, California

March 2016

media@mdpa.org

Volume 45 Issue 3

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PRESIDENT'S LETTER

MDPA Calendar Upcoming Events

March

2 Board Meeting

5 Breakfast, Safety Forum & Flyout to San Carlos

18 Dinner Meeting

April

2 Breakfast, Safety Forum & Flyout to Red Bluff

6 Board Meeting

22 Dinner Meeting

May

4 Board Meeting

7 Breakfast, Safety Forum & Flyout to Auburn

20 Dinner Meeting

**Please welcome our
new members!!!**

Alexander Golovets

Roberto (Bob) Fuenzalida

Dear Fellow MDPA Members,

I hope you have been able to attend and enjoy some MDPA events already this year. The schedule for our First Saturday fly-outs has been posted on MDPA.org. Our March 5 trip will be to San Carlos, and new destinations are already planned for each month. Also our Third Friday dinner meetings will each have an interesting speaker, and details will be posted in advance as they are confirmed.

If you haven't renewed your MDPA membership for 2016, I invite you to do so now. Dues are \$45 a year (\$25 for students). All you need to do is give your money to Elaine at any event, or send a check to MDPA, PO Box 6632, Concord, CA 94524. There's no need to fill out any forms. As long as your check has your name on it we can take it from there.

But MDPA membership is actually free, and often even cash positive. Both Stirling and Pacific States give MDPA members a \$0.15 per gallon discount on 100LL. The math is simple and compelling: $\$45 / \$0.15 = 300$ gallons per year to break even. If you use over 300 gallons per year you're in the money! For students the break even point is only 167 gallons! In my career in venture capital I wish all my investments had been that good! And if you don't use 300 gallons per year, the answer is simple. Just fly more!

While you are contemplating the excellent return on your MDPA



investment, why not recruit a new member? Every MDPA member who buys 100LL at KCCR gets the same discount. It's no exaggeration that every piston aircraft pilot at KCCR should be an MDPA member for the fuel discount alone.

I look forward to seeing you at a First Saturday or Third Friday soon.

Best regards, Maurice.

MDPA BREAKFAST AND SAFETY FORUM, SATURDAY, FEBRUARY 6, 2016

By John Potter

BREAKFAST

All went well with breakfast. The kitchen crew under Johannes Verhoek's guidance, was ready to serve at 0900. This time, we had more than enough food. Some even mentioned that the pancakes were good, especially with blueberries. (The pancake guy was Felix Boston.) We had about 29 people, including some kids. Cleanup went well.

For 2016, I will be the Head Cook once a quarter. We will need a Head Cook volunteer for both May and June:

March	- Jim Coupe
April	- John Potter
May	-
June	-
July	- John Potter



I have a checklist and it will take a newbie about 4 hours to shop and set up. (I now have it down to less than 3 hours.)

For 2016 I will continue to coordinate the Safety Forums.

**Note: The club policy is to deliver leftover food from the dinners and breakfasts to a needy family.*

ADMINISTRATIVE ITEMS

MDPA President's Comments

President Maurice Gunderson mentioned that the old forms for yearly documentation for showing of historic aircraft was still required for the tax exemption. He asked for volunteers to serve on the committee for planning for a 40th Anniversary celebration for the MDPA. He reminded the pilots of the regularly scheduled Airport Advisory Committee meeting and encouraged pilots to attend.

MDPA Treasurer's Remarks

Treasurer Elaine Yeary alerted everyone that dues are due for 2016.

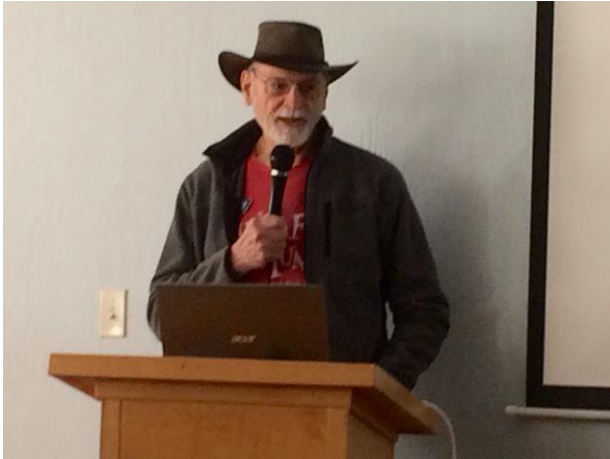
Activities

The fly-out was cancelled due to the 50th Super Bowl aviation traffic.

SAFETY FORUM

Moderator – Lyman Dennis

Lyman Dennis gave a short background on his aviation history where he had a break from flying of almost 30 years when fuel costs soared. He presented a well-organized Power Point accounting of an incident at Clear Lake when landing at Lampson using an approach on runway 10 which is bounded by hills to the west. It was noteworthy that the AWOS was not received in order to give an altimeter setting so he did not have confidence in his current altitude. Wind direction was available on a windsock midfield. A somewhat rapid descent led to a bounce and possible "porposing" with a second bounce. Upon return to Concord, he noticed that each of the 3 blades on the DA-40 had lost about 3/8 inch of an inch of blade tip on the leading edge, classified by Diamond as a prop strike. This led to an engine teardown and prop refurbishment at a substantial cost.



The pilot discussion centered on the unusual winds often occurring at Lampson due to the surrounding hills, reliability of charts (re. AWOS at Lampson), and landing without an altitude reading. The group volunteered other ways the difficulty at Lampson could have been prevented such as not landing at Lampson, using the AWOS at Ukiah, taking AWOS readings at each airport crossed to get to Clear Lake, using flight following and landing on runway 28 (slightly downwind) instead of 10, as the wind would dictate.

---We must look out for each other---an MDPA "safety culture."

MDPA DINNER MEETING, FRIDAY, FEBRUARY 19 2016, 6:30PM

by Maureen Bell

Even though it was a month later than usual, our annual crab feed was a great success, thanks to Bob Torrey for planning the purchase of out of state crab, Kristy for the "to-die-for" sourdough and of course, Scott Davis for his tri-tip, pasta and salad.

Our speaker, Bill Picton, gave us an interesting history of his career as a military pilot.

We added three new members last night - which reminds me that now is the time to renew your membership. What a value for \$45.00 per year – great guest speakers, safety moderators, home cooked breakfasts and of course our fabulous dinners, not to mention the interaction with our members - if you sit at a different table every time, you hear such interesting stories from those next to you - what a great group we have in MDPA!

If you know of any interesting speakers you feel would be a good fit for one of our dinner meetings, please pass on their contact info to Pierre Bidou.



Bill Picton



Bob Torrey & Scott Achelis



Chester Robbins & Steve Mink



Tony Tiritelli & Maurice Gunderson



Andrea Achelis & Joyce Bowers



Joyce, Maureen, Andrea, Chester, Steve, Bob



Tony Tiritelli & Maurice Gunderson



Betty Thacker, Robin Burns & Kristy Logan



Jude Potter & Deborah Dennis



Maureen Bell, John & Jude Potter



Kristy Logan

TRAVIS AFB MIDAIR COLLISION AVOIDANCE INFORMATION

From: "HILL, PATTERSON S Capt USAF AMC 22 AS/SE" <patterson.hill@us.af.mil>

Date: February 22, 2016 at 8:52:47 AM PST

Subject: **Travis AFB Midair Collision Avoidance (MACA)**

Gentlemen,

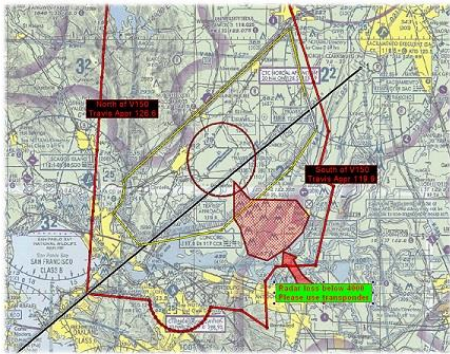
Capt Hudson and myself are two of the MACA program managers here at Travis. I recently stopped by Sterling Aviation to drop off our newest poster, and asked about the best way to get our message out to the local pilots at Concord...the answer was through the MDPA. I've attached our current MACA poster, which has a little bit of info about our flying area and the hazards that our airplanes pose to GA pilots. Additionally, I'd love to find a time that Capt Hudson and myself can take a few minutes to talk about the program and answer any questions about Travis, ATC, or military flying in general. Would one of your Friday night meetings be the best venue for that? Please let me know and we'll schedule a date to come down.

Thanks for your time,

PATTERSON HILL, Capt, USAF
 60 AMW FSO & C-5M Pilot
 DSN: (312) 837-1107
 Cell: (302) 382-4482

TRAVIS AIR FORCE BASE ALERT AREA

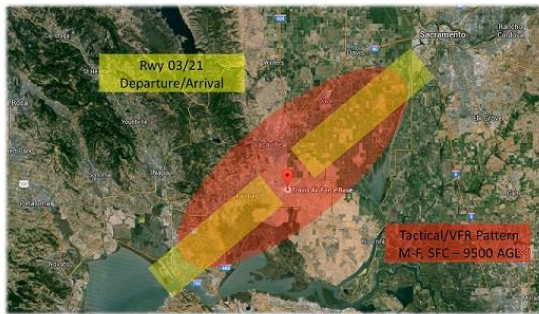
COLLISION RISK: **HIGH**



Red: Travis Approach ATC
Yellow: Travis Alert Area
Red Hash: Radar Impedance



**PLEASE CONTACT TRAVIS APPROACH
 119.9 (South) 126.6 (North)
 AND TURN TRANSPONDER ON**
Even if ATC workload prevents flight following, your initial contact could prevent a collision.



Travis Radar Approach Control (RAPCON)

This IFR & VFR traffic snapshot was recorded by Travis AFB's RAPCON facility on a weekday in September over several hours. The winds on this particular day favor runway 03 (left traffic). The majority of the traffic pattern overlay represents traffic between the surface and 2,000' AGL. As of October '15, the "west" pattern for runway 21 is available, which means the normal VFR pattern will now occupy the Class D airspace to the North and to the South (left and right traffic) of the base on most weekdays.

WWW.SEEANDAVOID.ORG



IN MEMORIAM

Robert Gonzales (1924 – 2016)

Bob was a third generation Californian, born in San Francisco, and raised in Berkeley. He was a long time member of MDPA.



Bob served his country with great pride in the Army Air Corps in World War II and the Korean War. During his lifetime he was a mechanic, racecar driver, airplane pilot and structural engineer. Bob was a proud sponsor of the Jimmy Doolittle Center Museum at the Nut Tree Airport in Vacaville, where the historic 1912 Gonzales Tractor No. 1 Biplane resides today.



Here's an article by Bob about the biplane:
<https://doolittlecenter.org/html/gonzales.html>

Bob is survived by his wife of forty-seven years, three children, three step-children, four grandchildren and eight great-grandchildren. Another child predeceased him.

Here are two photos by Chet Robbins showing Bob in his natural habitats, his hangar at KCCR and flying his Navion.



First Saturday of Every Month
9:00 AM to 1:00 pm

HISTORIC AIRCRAFT DISPLAY

Buchanan Field Clubhouse – 200 Sally Ride Drive - Concord

Everyone Welcome!

For details visit the Mount Diablo Pilots Association:
www.MDPA.org

The Mount Diablo Pilots Association is a non-profit organization based at Buchanan Field (KCCR) in Concord, California.

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

The MDPA clubhouse is located at 200 Sally Ride Drive in Concord, California, *do not send mail to the clubhouse address*, use the USPS address instead:

Mount Diablo Pilots Association

P.O. Box 6632

Concord, CA 94524

www.mdpa.org