



MDPA News

Mount Diablo Pilots Association
Buchanan Field, Concord, California

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media@mdpa.org

Volume 46 Issue 1

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MDPA Calendar Upcoming Events

January 2017

*7 Breakfast, Safety
Forum & Flyout*
20 Dinner Meeting

February 2017

1 Board Meeting
*4 Breakfast, Safety
Forum & Flyout*
17 Dinner Meeting

March 2017

1 Board Meeting
*4 Breakfast, Safety
Forum & Flyout*
17 Dinner Meeting

MDPA BREAKFAST AND SAFETY FORUM, SATURDAY, DECEMBER 3, 2016

By John Potter

“Hangar Talk” Hour

We had a wonderful breakfast, 38 attending. Stewart Bower’s granddaughter returned again but did not show too much interest in helping Stewart cook eggs-to-order and flipping the eggs-over-easy in the air.

ADMINISTRATIVE ITEMS

MDPA President

President Maurice Gunderson briefed on the Oil Delivery program. Delivery of oil orders planned for today. Unless a volunteer steps up to the task, there will not be any oil ordering next month since he will be out of town.

MDPA Treasurer

Not present.

SAFETY FORUM

Moderator – Steve Mink

He inquired about the use of hearing aids and what worked for the other pilots. The responses provided some ideas about what works best for some. The consensus was that hearing aids used in conjunction with ANR headsets does not work well.

When flying under versus over cloud layers, his inquiry was why there was turbulence below clouds as opposed to above where it was smooth. This generated several complex but informative weather lessons.

He asked about the proper way to deal with a wing dropping, whether it occurred in turbulence or on take-off, specifically whether one should use only rudder to correct the drop, or both rudder and aileron. The answer: Only rudder.

When using "Flight Following" while VFR, is there any obligation to tell the controller when changing altitudes? If IFR, the change must be requested. When VFR, a request or comment to the controller is a courtesy to help the controller maintain separation of aircraft but is not required. And of course ATC instructions must be followed as long as safety permits. In controlled airspace, the controller can assign flight altitudes and headings.

In going to distant destinations and you want to know whether there will be turbulence enroute, online resources are of limited value. Often it is helpful to call and check on the observed weather at the destination airport. (It helps to call a source that is aviation oriented, maybe not a waitress at an airport restaurant. Nothing against waitresses.) Enroute information is available from Pireps from Flight Service. It was noted that there are "lifting indexes" on online weather services (specifically Weathermeister) which can help predict the expected degree of turbulence on a trip. There is nothing better than the WX phone call or a radio call to Flight Service however.

One question was whether it is dangerous to do practice stalls and slips downwind, or "with" the wind. The consensus was that it is safe. (And fun). But prudence demands that, in general, all such practicing should be done at higher altitudes over the ground.

One member quired about a time when a controller directed him, on a VFR flight in uncontrolled airspace, to fly a heading and altitude that would have taken him into Class B airspace without a clearance to enter. Nope, speak up, we always need clearance to enter the Class Bravo!

One item of interest to "Experimental" class aircraft is how to identify the aircraft correctly for use by the controller. Apparently the identification is important to a controller so that spacing can be accommodated relative to the speed of the "experimental." While manufacturers of experimental aircraft assign their planes identifiers, ATC frequently does not have these in their system.

This forum turned out to be a lively pilot's discussion as many spoke up about personal experiences.

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

MDPA HOLIDAY DINNER MEETING, FRIDAY, DECEMBER 16 2016, 6:30PM

by Maureen Bell

What a great evening we had on December 16th – our annual Christmas dinner party!



First and foremost, we must give thanks to the Kennedy family – Diane made all the delicious desserts, Kevin took all the photos of members and guests surrounded by the Christmas frame that Diane made and Steve carried the frame around so that no one was missed. Thank you all.



Christmas music filled the air, Scott and Rich served delicious food and this year, instead of the gift exchange, we decided to make a donation to the VA hospital in Martinez. Everyone was generous in their donation and we have over \$700.00 to purchase badly needed supplies for the veterans. Elaine and I will purchase and deliver these directly to the volunteers at the hospital – it was good to see you back Elaine.









Another year has flown by and we look back at a good one for MDPA. Looking forward to an even better one in 2017 and wishing you all a very happy and healthy New Year!!!

Aviation Oil at Wholesale Prices for MDPA Members.

MDPA Aviation Oil Program V1.0

Order by the Last Saturday, Pickup the following First Saturday

A New Benefit for MDPA Members

Those of us who do our own oil changes know that aviation oil is becoming more difficult to obtain locally, and shipping charges make it very expensive to buy from on-line merchants. MDPA has created a program for Members to purchase oil at wholesale prices, with delivery to the Clubhouse. This results in about 30 percent savings compared to on-line retailers.

We have AeroShell 100 Straight Mineral Oil, W100, W100 Plus, 15W-50, and Phillips X/C 20W-50, all in twelve quart cases. We may add more products depending on demand and your suggestions.

You can order any time. The Last Saturday of each month is the cutoff for orders for delivery on the following First Saturday. Delivery will be at MDPA's First Saturday breakfast at the Clubhouse.

To get started, go to the store link:

<https://store9799013.ecwid.com/>

The first time you place an order you will be asked to create an account. The software will ask for both delivery and billing addresses. Please input the address associated with your PayPal account in both places. Note that your purchase will be delivered to the Clubhouse, not to your PayPal delivery address.

This is a new program for MDPA, thus the designation V1.0. Please give it a try and let us know what you think, and of course let us know right away if you have any problems. Contact info for Maurice Gunderson: M - 415-810-4559, E - mauricegunderson@mac.com

We are ready to go!

Order by the Last Saturday - August 27

Pick up the First Saturday - September 3

Anticipated Questions (Not yet "Frequently Asked" because we are just starting!)

Q: Can anyone use this service?

A: This service is provided by volunteer MDPA Members for the benefit of fellow current MDPA Members only. If you are not an MDPA Member, please join today. You will save your annual dues on the first two cases you buy each year.

Q: Can I purchase just a few quarts, or do I have to buy a full case?

A: We sell products by the full twelve quart case only.

Q: How do I pay? Do you accept cash or checks? Credit cards?

A: You pay using PayPal on line when you place your order. Credit cards can be used through PayPal. We do not accept cash or checks.

Q: How and when can I place my order?

A: Place your order any time using the special URL link provided above. The Last Saturday of each month is the cutoff for orders for delivery on the following First Saturday.

Q: Where and when can I pick up my order?

A: Orders will be available for pickup at the Buchanan Field Airport Clubhouse at MDPA's First Saturday Breakfast. Normally this is held at 9:00 AM on the first Saturday of every month.

Q: Can I have my order delivered to my address?

A: No. We are eliminating shipping costs to keep prices as low as possible.

Q: Can I pick up my order at the wholesaler?

A: Not at this time. In the future we may make this option available for large orders or drums.

Q: Since MDPA is a non-profit corporation, do we have to pay sales tax?

A: MDPA is a non-profit corporation, but we are passing the products on to individual Members who unfortunately are not tax exempt. MDPA pays sales tax on the wholesale price of the products we buy, and we sell the products to Members at no markup.



FIRST SATURDAY OF EVERY MONTH
9:00 AM – 1:00 PM
HISTORIC AIRCRAFT DISPLAY
EVERYONE WELCOME!



Buchanan Field Clubhouse –
200 Buchanan Field Rd Concord
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

MDPA Board Members:

President - Maurice Gunderson
Vice President - - Pierre Bidou
Treasurer - Elaine Yeary
Secretary - Maureen Bell
Programs/Guest Speakers - Pierre Bidou
Facilities - DeWitt Hodge
Activities/Flyout – John Barrella

Non-Directors:

Safety Forums – John Potter
Newsletter/Social Media - Natasha Doktorova

**The MDPA clubhouse is located at 200 Buchanan Field Road in Concord, California,
*do not send mail to the clubhouse address, use the USPS address instead:***

**Mount Diablo Pilots Association
P.O. Box 6632
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www.mdpa.org**