



MDPA News

Mount Diablo Pilots Association
Buchanan Field, Concord, California

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MDPA Calendar Upcoming Events

September 2017

- 2** Breakfast, Safety Forum & Flyout
- 6** Board Meeting
- 15** Dinner Meeting

October 2017

- 4** Board Meeting
- 7** Breakfast, Safety Forum & Flyout
- 20** Dinner Meeting

November 2017

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

MDPA BREAKFAST AND SAFETY FORUM, SATURDAY, AUGUST 5, 2017

By John Potter

“HANGAR TALK” HOUR

Planned for 35 and 48 showed up. No food left! In fact, we ran out. (There was a special Honorary Member presentation of which I had no knowledge.) Cooking Team went well under Franz Krispel’s “Austrian” supervision. Sal, his hangar buddy, also helped cook. Blueberries made it into the pancakes which were cooked by Roberto Fuenzalida for which he got complements. Bruce Hobbs cooked the scrambled eggs per the instructions (written by Bob Weiss). Bill Darnell and Alex Golovets worked on biscuits and meat. We tried some precooked Jimmie Dean sausage but the patties were too small (hence not moist) so we decided to go back to cooking the larger patties that we prepare ourselves. We again had the special gravy that Elaine purchased (suggested by Rich Celestre).

The original “Head Cook” job was divided up into three tasks:

Head Cook Makes sure that the food is ready on time and properly prepared.

Shopping Get the food (usually at Costco and Safeway).

Set-up Responsible to prepare the kitchen and serving area for serving and tear down/storage of the equipment afterwards.

ADMINISTRATIVE ITEMS

MDPA President’s Comments

President Maurice Gunderson briefed us on the MDPA Oil program stating that oil was available for pickup from his

Mercedes “oil delivery truck” out in front. A future dinner meeting will feature student pilots from the program at PSA. He also filled in on the future modifications to be made to the clubhouse to enhance the room capacity allowed by the fire department.



Director of Airports

Keith Freitas was present and briefed on future paving plans. He also gave an update on the increased passenger flights and higher passenger count by JetSuiteX.



MDPA Treasurer’s Remarks

Elaine Yeary was present and reported funds in safe hands. One membership was updated.

Activities

A fly-out to San Carlos was planned by Mike Harris.

SAFETY FORUM

Moderator – John Potter

Our originally scheduled moderator deferred to next month, so I stepped in at the last moment.

The session started off with this picture of “Jihad John,” a name given to me by my daughter after the 2011 run-in with FAA due to a spontaneous landing, in the fog, at night, at Travis, after which I went to Pilot driver’s-ed.

Last weekend my wife and I flew to San Diego for a memorial service of a submarine shipmate and landed at Montgomery Field. For the first time I elected to use the LA Class B “Fly-ways” known as corridors, and in this case the “Stadium Corridor” from Van Nuys to Seal Beach.



The focus of this discussion was:

1. Incurring a strong “Mind Set”
2. Meaning of the word “Approach”
3. Filing a NASA ASRS report

This was my first time using ForeFlight and the iPad for navigation, even though I had had both for over a year. I asked for an assigned altitude from the SoCal Approach since I could not find it on the iPad and was given 9500’. Note that I believed that I was clearly under SoCal control and that this would lead to a “mindset” of getting future guidance and clearances.

At Seal Beach I requested lower and was told to descend at my discretion and I was given ATIS for Montgomery. After Oceanside I was **cleared** to proceed to Mt. Soledad (just north of Mission Bay VOR) and then direct to Montgomery, which I did. However, when SoCal Approach cut me loose he did not give me the tower frequency and I could not find it quickly on the iPad so jumped to a chart. That cost me a full minute and by then I was inside the Montgomery Delta airspace. I could not turn left because of Miramar Bravo airspace and could not turn right since I had to stay clear of the departure 28 runway at Montgomery. I remained over 2000’ until contacting the tower. I had clearly busted the Delta airspace and was told to contact the tower after landing. The tower rightfully reported me to the FAA



(after 3 weeks I am still awaiting a call expecting another pilot’s “Driver’s Ed” experience). I had submitted the Get-out-of-Jail filing with the NASA ASRS report immediately after the event.

1. So, that word “mindset.” I came to believe that I was under “control” by SoCal Approach which is an area approach and that therefore they would hand me off to Montgomery tower, which did not happen.
2. “SoCal Approach” is not an approach to a tower and Montgomery has no “approach” frequency.
3. NASA ASRS. I filed the ASRS report within 3 days (need to do so within 10 days).

In the pilot group, one pilot asked how many had filed such a report and about half had. The second question he asked was how many had filed more than one. About half of those that had filed one had filed additional reports. (Dick Rihn had only filed one.)

Finally, a gentleman from the Banjo Band at the last dinner, Guy Black, gave his opinion about safe flying ---- he said that he always asked himself before getting airborne “---where do I want to be in 2 hours?”



We must look out for each other ---- MDPA’s “safety culture”.

FLY-OUT TO SAN CARLOS, HILLER AVIATION MUSEUM, SATURDAY, AUGUST 5, 2017

By Mike Harris

We had lunch at Sky Kitchen Restaurant then went to the Hiller Aviation Museum via free shuttle from the gift shop. The museum is very nice with all local aviation history old and newer. Couldn't see it all in one visit.

The tower controller at San Carlos was a real "pistol" for lack of better words. We all had our challenges with him.

Leaving was interesting with the whole squawk code departure and ATC steering me on different headings to keep me out of the way of the commercial traffic even though I was below Bravo. It was very busy traffic wise coming and going.



MDPA DINNER MEETING, FRIDAY, AUGUST 18 2017, 6:30PM

by Maureen Bell

At the August dinner meeting we were joined by some students from PSA who told us a little about their background and their dreams for the future.



Faraaz Alvi came from India and started his training in 2015. Rashid, the chief flight instructor, is handing him his graduation certificate from the Professional Pilot Program with a Commercial Multi Engine License with Instrument Rating. Congratulations Faraaz!

Kirk Fisher began his training early this year and should be taking his check ride in the near future for an Instrument Rating in the Multi Engine. Both his mother and father are airline pilots and gave him the inspiration to take up an aviation career.



That's his mother with him in the photo above, sitting in the cockpit of one of the aircraft she flies.



Ian Sanchez recently enrolled in the Professional Pilot Program, has less than 10 hours of flight time but is eagerly looking forward to his first solo. Always having a passion for aviation, but never dreaming it would be possible, he came to PSA and decided that this was his future. He changed his career path and now intends to follow his dream and one day hopefully fly for the Airlines.

Kay Nayun left South Korea about two and a half months ago, leaving her Air Traffic Controller job to join the flight school at PSA.

Now with almost fifteen hours of training behind her she is looking forward to soloing. Kay is passionate about aviation and upon graduation from the Professional Pilot Program will return to South Korea in hopes of flying for a Korean Airline.

I remember several students attending one of our dinner meetings a few years ago at which time I believe most were being financed by a foreign airline company. Once they had been professionally trained they would return and work for that company. All the students above are paying their own way to do what they love – we hope all their dreams come true and they find a great future in aviation.



MDPA MEMBERS ONLY BENEFITS

For details go to MDPA.org, log in as a Member, and go to “Stores and Discounts.”

MDPA Aviation Oil Program

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.

MDPA 100LL Fuel Discount at CCR

MDPA has established a 100LL Fuel Discount Program with Sterling Aviation at CCR. This new discount began January 1, 2017 and is available to Members every day.

Members receive a MDPA 100LL Discount Card shortly after joining or renewing. Show your card to the Sterling truck driver to receive the MDPA Discount. The card is REQUIRED every time. Your card will be valid through December 31, and a new card will be sent when you renew your membership every year. The old First Saturday discount that was available only one day each month has been discontinued.

This is a new program for MDPA. 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.

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 Directors & Officers:

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

MDPA Managers:

Safety Forums – John Potter
Newsletter & Social Media - Natasha Doktorova
Executive Chef – Scott Davis
DART Program – DeWitt Hodge
Members' Aviation Oil Program – Vishal Goyal

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
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