



MDPA news

January 2011 Concord, CA webmaster@mdpa.org Volume 40 Issue 1

Meeting Notice

Date:	January 21, 2011
Place:	MDPA Clubhouse
Dinner:	6:30 PM
Program:	7:00 PM
Board Meeting:	January 5, 2011

2011 - what does that mean to you?

Do you have resolutions from last year still to be accomplished, or have you decided to start anew?

This is going to be something new for me, so I am hoping you will all join me in making 2011 a great year for MDPA – let's have fun while doing it and see if we can inspire others along the way.

The first thing I want to do is thank Steve Kennedy for being such a great President for the past two years. He certainly went above and beyond at every function of MDPA and his efforts and hard work to improve the club are much appreciated.

If we talk to our friends, neighbors, or even strangers, inviting them to a breakfast meeting or monthly dinner, I feel sure that once they meet our members they will want to return.

The line-up for speakers this year is going to be amazing, beginning with LeRoy Parker, as you will see elsewhere in this newsletter. Combine the speakers with the knowledge that Chef Ramsey is going to be in the kitchen and we won't be able to control the crowds! January is our annual crab and tri-tip dinner so send in those reservations and get ready for a fantastic evening.

There isn't much we can do to improve on the safety meetings, but you will notice a few changes. There will be more trips after the breakfast, such as the one last year to Watts-Woodland airport that everyone enjoyed so much. June promises to be a busy month with an Open House in the planning stages and, once again, an MDPA Casino Nite!

Our \$1,000.00 scholarship result will be announced in February and with the new, reduced rates for student pilots we expect our membership to increase.

Why not renew your membership now in order not to miss out on any of the excitement of 2011?

Looking forward to seeing you all on January 21, 2011.

Maureen Bell
President

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

MDPA Mailing Address
PO Box 6632 Concord, CA
94524

MDPA Officers

President:

Maureen Bell 925-381-7679

President@mdpa.org

VP Activities:

Bob Weiss 925-743-9044

VPActivities@MDPA.org

VP Programs:

Felix Boston 925-407-5556

Programs@mdpa.org

VP Communications:

Elaine Yeary 925-676-4115

Communications@mdpa.org

Treasurer/Membership:

Bev Levy 925-937-3444

Treasurer@mdpa.org

Membership@mdpa.org

Facilities Manager

Stewart Bowers 925-254-0804

Facilities@mdpa.org

Secretary:

Secretary@mdpa.org

John Levy 925-937-3444

Director at Large:

Scott Achelis 925-377-7920

Atlarge@mdpa.org

Past President:

Steve Kennedy 925-370-0828

Pastpres@mdpa.org

Dinners:

Bob Torrey 925-934-4959

Dinners@mdpa.org

Aviation Advisory Committee;

Russ Roe 925-228-0138

Safety/Maintenance:

Stewart Bowers 925-254-0804

Web / Newsletters :

Elaine Yeary 925-676-4115

Webmaster@mdpa.org

Articles and photographs for the
newsletter should be e-mailed to

Newsletter@mdpa.org

January 2011 Dinner
Crab Feed with Tri-Tips

Great News

Remember our speaker from last year, Tuskegee Airman Lt. Col. James Warren, who described his life as a navigator? Well, he is now a Private PILOT!! Congratulations, Jim.

Programs and Speakers

LeRoy Parker, a Walnut Creek resident, was a navigator on the B-24 Liberator for 36 missions in WWII. At the January meeting he will tell us about his adventures bombing the bridges on the Seine River around Paris. Depending on his "G-Box" navigation system for magnetic headings and radar altitude for landing in 50-foot visibility fog. His 36th and last mission was for troop support during the Battle of the Bulge.

This will be an extremely interesting presentation. Be sure and invite as many friends as you can to hear LeRoy.

February meeting: 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.

Mark your calendars now for this very interesting speaker--
February 18, 2011.

Felix Boston
VP-Programs

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 Activities

I hope you all paid attention to the schedule of flying activities Steve sent with this year's membership renewal packet. We're going to try to put the "P" back into MDPA by getting "Pilots" back into their pilot seats with a series of quick trips following the monthly breakfast and safety meeting.

We've planned an interesting array of trips, including some \$100 Hamburger outings to Santa Rosa (STS), Willows (WLW), Hollister (CVH), Watts-Woodland (O41), Little River (LLR), Auburn (AUN), and Harris Ranch (3O8). We've planned a couple of picnic outings to take advantage of our great summer weather to Georgetown (E36) and Columbia ((O22). And, we've planned a couple of overnights to Boonville (D83) and Santa Ynez (IZA). So, everyone should have their appetite for flying and food satisfied on the first Saturday of the month in 2011!

Because these are Association activities, we have to be prudent about making sure that all pilots and aircraft are current. We've borrowed a Pilot Check In form that the EAA uses for their Young Eagles events, and modified it for MDPA purposes. All pilots will be required to fill out the Pilot Check In form before each flight, and each pilot will be required to provide an insurance certificate naming Mt. Diablo Pilots Association as an additional insured. (This is a simple matter of calling your insurance broker and asking for the certificate, which should take minutes to prepare and be free of charge.)

Procedurally, we'll conduct a flight briefing following the breakfast safety meeting and then load up and depart to our destination. Please use this opportunity to invite relatives, friends, and even a stranger or two to fill those empty seats. We're trying to enhance the MDPA membership experience and build our membership base. We all know pilots who have self limited their hours because of the economy or because they do not have a "good" reason to go. We've attempted to address the economy by making our trips short, but meaningful. And we've attempted to add purpose to the outing by making it a group experience. Just think of the experiences we can share together. Let's go flying!!

Here, again, is the MDA Monthly Activity schedule:

February 5th – (STS) via Lampson or Golden Gate Bridge

March 5th – Willows (WLW) to Nancy's café

April 2nd – (CVH) to the Dingaling Café, 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 (E36) for a picnic lunch

August 6th – Woodland, Watts (O41) for lunch at the Country Club

September 3rd – Santa Ynez (IZA) for overnight stay in Solvang. Stop at Oceano County (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 (3O8) for Holiday lunch at Harris Ranch

Bob Weiss
VP-Activities

Dinners at MDPA

One of the best benefits of membership in MDPA is the monthly dinner meetings held on the third Friday of each month. These dinners are sponsored by members and usually include an interesting speaker. Last year's guests included one of the WWII Tuskegee Airmen, informative control tower staff, and entertaining CHP officers.

Anyone, particularly pilots, is welcome to attend the meetings. The per-person charge for the dinner is minimal, usually \$15 to \$20 per person. Everyone is encouraged to bring a friend, acquaintance, relative, business associate, or hangar neighbor to introduce them to MDPA. Nominal cost, good food, good company, not to mention education, edification and amusement. What is there not to like?

The dinner reservation protocol is simple: the dinner is announced to the MDPA members via e-mail; members make reservations by sending a message to dinners@mdpa.org with their name and number of guests before the reservation cutoff date (last minute additions can usually be accommodated, but this can't be counted on for very popular dinners, i.e. crab and tri-tip dinner...); the reservations are acknowledged by successive e-mail messages to the MDPA members listing the reservations received; everyone with reservations shows up, pays for dinner, and enjoys themselves immensely; and, hopefully, your guest(s) will decide to become an MDPA member.

Volunteers to host the dinners are needed as many months are open and unclaimed. The host procures, cooks, and otherwise prepares the dinner with the cost of the food reimbursed by MDPA. The host can provide the entire meal or just the main course, with other volunteers providing the salads, side dishes, desserts, etc. Beverages, plates, utensils, and related items are provided by MDPA. This is a great opportunity for people to share their culinary skills, love of good food, and creative theme expressions.

It is easy to become a sponsor of a dinner: send an e-mail to dinners@mdpa.org with information about your desired month, menu, and theme, as applicable.

There is an alternative plan if any month is unclaimed: I have a 1913 US Army manual with menus and recipes and we could organize the dinners within the theme of a military mess hall. While there might be some historic significance in having a meal that no one has seen fit to cook or eat for nearly a century, we probably really want more sponsors for the unclaimed months instead.

Suggestions for speakers are also welcomed. If you know of anyone that you think appropriate to make a presentation at the dinner meeting, or if you would like to make a presentation yourself, or if there is a subject that you would like to have presented, please make a recommendation

Bob Torrey
Dinner Coordinator

Tables and our tree



The Little Man



Jude and John Potter



Steve draws the next winning number



Maureen makes sure our guest is legal to win the booze

Suzie Landstra, Felix Boston, Cheryl Summers, Diane Kennedy

MDPA Breakfast and Safety Clinic December 4, 2010

LESSONS FROM A SIMPLE COMM FAILURE: My friend Jim Rosenberg and I were returning from a business trip to Medford in our Cessna T210N. The weather was perfect VFR on the way back to Concord, expecting to land about dark. We were at 11,500, just west of Mt. Shasta, and about 30 minutes to sunset, on VFR flight following with Seattle Center, when the radios went dead.

Of course, this was by no means an emergency or a threat to safety of flight. Nevertheless, the distraction of a non-normal situation and approaching darkness did add stress, and got in the way of methodical troubleshooting. We learned several lessons about procedures and preparedness which might be applicable in more demanding situations.

Lesson 1. We did the important thing right: Fly the aircraft above all else; I am pleased to say we did nothing to depart from that rule. Not really a lesson, just an important confirmation.

Lesson 2. Carry a crib card with a summary of the FARs, in addition to the normal aircraft checklist. We had one, courtesy of King Schools, which showed 7600 was the proper squawk. It's easy to remember a basic rule when taking a written exam. But when the need is real, and you know that guessing wrong will get you an F-16 escort, it's nice to have a cheat sheet.

Lesson 3. Test your backup equipment regularly. We had a handheld comm radio with an external antenna connection, a headset adapter, and fresh batteries. However, when we hooked it up it didn't work and I hadn't tested it in flight for probably three years. We discovered after landing that the headset adapter had failed, and in the air we didn't think of trying the radio without a headset.

Lesson 4. There are grey areas in the FARs which allow us to "exercise discretion" or "make mistakes," so long as the discretion or mistakes are done on the side of safety. Can we enter CCR Class D without radio contact, and look for light signals? Does this change after dark? Can we call CCR tower by cell phone (assuming we could find their number, which we couldn't)? Are we required to land at the nearest airport when the failure happened (Weed), or can we go to the closest one with an avionics shop (probably Redding), or can we go on to our destination at CCR? Does this change because we were on VFR flight following, with CCR stated as destination? I'm still not sure of the answers, but clearly choosing on the safe side kept us out of trouble.

Lesson 5. ATC can and will help. We squawked 7500 when the radios went out, and learned later that this flagged us for priority handling all the way to our destination, which ATC knew was CCR because we were using flight following. Also, we managed to get one radio and headset working enough so we could hear ATC, and they could hear our "clicks" when we tried to transmit. With this, we were able to get home, communicating by the "listen-click" method all the way to the hangar.

The next day Frank at Sterling Avionics quickly diagnosed the aircraft problem as a failed intercom. Jim and I quickly diagnosed the flight crew (us) problem as shortage of practice in simulated equipment failures.

Maurice Gunderson



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:

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