



MDPA News

Mt. Diablo Pilots Association

February 2012

Concord, CA

webmaster@mdpa.org

Volume 40 Issue 13

February 1	6:30 PM	Board Meeting	
February 4	9:00 AM	Breakfast/Safety Meeting/Flyout	
February 17	6:30 PM	Meeting and Dinner	(See the menu on page 2)

The above *non-flying* events take place at the MDPA clubhouse.

PRESIDENT'S MESSAGE

My message this month is to ask you to read John's article (below) and then think of what you can do in order to keep our club viable. I think it is a great club with some wonderful members and is well worth my time and effort – I hope you feel the same way.

Thank you, *Maureen Bell*

MDPA's Short Story of the Clubhouse

By John Potter

I joined the pilot's club in the mid 1970's when I first moved my family into the area after years of Navy duty and a stint at graduate school. I needed a place to do "Hangar Talk."

I noted, after a number of meetings, that I was really not getting to know many of the members. They all seemed to cluster in little familiar groups and I was an outsider, so I volunteered to be the "Cookie Man." This was a job of making phone calls before the monthly meeting at the Water District Auditorium and getting people to bring fruit, cookies and other refreshments. It worked. I got to know everyone.

I was President in 1988 and a member of the Board for about 10 years after that during the time when we got the clubhouse on the Westside in 1995. I was a strong advocate for the clubhouse, a place to hangout and do "hangar-talk." It was a real problem to get the Water District Auditorium monthly since there was so much competition. Often we simply ended up in restaurants. All of our files were in a series of hangars and often getting lost. It was an administrative nightmare. There were those who opposed the clubhouse; ---- too much responsibility to take on a large lease payment. Those people, by and large, had hangar hangouts already so did not see a need to have a place of our own. Many dropped out of the club. The final vote for the arrangement was fraught with potential fisticuffs.

Our President, George Ann Garms, was the angel who mediated the transition and soon we were into major construction and rework of the building. Several members made substantial gifts to make the building useful. It had been empty and neglected for some time (it was previously the location of a flight school).

The annual dues went up substantially and, of course, the membership dropped. We had to do fund-raising to pay the lease. But, we now had a place to prepare dinners and a ramp to show "heritage aircraft" for tax waiver purposes. That led to the monthly Saturday breakfasts and, eventually, to the Safety Forums.

Continued on page 2

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Articles and photographs for the newsletter: email to Newsletter@mdpa.org
MDPA Clubhouse is located at: 161 John Glenn Drive Concord, CA 94520 The MDPA clubhouse is on the runway side of John Glenn Drive, the last building before CalStar.

MDPA's Short Story of the Clubhouse *continued*

When the airport forced the club out in 2008, some 13 years later, we moved to the present location. It was no longer a clubhouse. It was not a place to hangout, watch TV or catch a cup of coffee--- no couches or lounge chairs. It became more of a meeting/dining hall because our main revenue source was the meals. But we had a place to call our own and a place for storage and displays, with a full service kitchen. It has served us well as a social and airport advocacy organization. Times have changed in aviation and it is obvious that it will be very difficult to have a sustainable facility with the high cost of the lease and reduced membership. The Board is now searching to resolve this situation by a range of initiatives, ranging from sharing the space with other on-field organizations to even giving up the facility. The latter would sadly put us back into the same situation as in the 1980s when we used the Water District meeting room on an "iffy" schedule, which often had us searching for a place to meet.

2/6/2012

By John Potter

Margarita Chicken Dinner !!

Friday, February 17th at the Clubhouse \$ 15.00

Dinner will be hosted by Steve and Diane Kennedy, and will include salad, Margarita Chicken, glazed carrots, bread rolls, Margarita cheesecake and other desserts. (Did you know that February 22 is National Margarita Day?)

Our speaker will be Dana Drenkowski, who is returning to show pictures of, and tell more about, his fascinating and dangerous experiences as B-52 bomber and F4 fighter pilot in Vietnam, as well as his further actions as Army intelligence officer, covert operations specialist, JAG lawyer, and district attorney.

Contact Bob Torrey (dinners@mdpa.org) if you would like to sponsor all or part of a future monthly dinner. Please note that sponsoring a dinner does not mean that you have to prepare and cook the dinner (unless you want to). At the minimum, it only requires that you suggest a dinner and make arrangements for it, including delivery.

Reservations

Please make reservations at dinners@mdpa.org
With your reservation, please include member's name and total number in party in the text of the message.

The strength of the turbulence is directly proportional to the temperature of your coffee.

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+++++ **Last chance to get your raffle tickets** +++++

**The raffle drawing will be held at the February 17th dinner.
The winner will receive 30% of the proceeds !!**

This message addresses Contra Costa County Airports:

“It appears that there may have been the theft of an aircraft from one of the County Airports sometime over the past week. As such, we encourage you to ensure your plane is locked and secure, do not allow tailgating through the security gate, and report any unusual or suspicious activity to the Sheriff’s office by calling 911 and the Airport staff at (925) 646-5722”.

Julie Conti Sr. Real Property Technical Assistant Contra Costa County Airports

The alert above is in reference to an airplane that was stolen from the East ramp on or about February 4th 2012. On February 5th, an unlicensed pilot crashed the airplane northwest of Fresno, just off of Highway 99. The thief died. No one on the ground was injured. The crash took out the electricity and interrupted the Super Bowl for approximately 200 Fresno customers.

Cut and paste this link to view a tasteful “Tribute” video: <http://www.youtube.com/v/RU1oB8sGYM>

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.

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Can you identify the people in the two photos below ?
What was the event and the year?



Photo # 1

What was the event ?

What are their names ?



Photo # 2

And the year was.. ?

The person who gets the correct names, date and event will receive a free drink at the February 17th dinner !

Be the first to email your answers to Maureen Bell at President@mdpa.org

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Hand-Propping an Airplane and Living to Tell About It

by Maurice Gunderson

(Warning: This is really dangerous! Don't try it without proper training!)

Orville and Wilbur Wright hand-propped the Wright Flyer, and many pilots still do today. Unfortunately it doesn't always end well. Here's a 1950s vintage FAA film on the subject:

<http://www.youtube.com/watch?v=InCjZEFnU4E>

The Cessna was neither chocked nor tied down, and an untrained person was in the cockpit. Fortunately nobody died this time, but it could have been much worse. (BTW, N279W, a 1947 Cessna 140, is still actively registered to an owner in San Diego!)

If you search for hand propping accidents you will find a very large number, sobering in their frequency and similarity. Here is a tragic accident at Gillespie Field just a few days ago:

<http://www.ktla.com/news/landing/ktla-pilot-hit-by-propeller,0,5468656.story>

While there have been many accidents, there are also numerous ways you can learn to hand prop safely. Here is a very good Aviation Safety video on the subject:

<http://aviationsafetyvideos.com/handprop.html>

We watched and critiqued several videos of good hand-propping technique:

<http://www.youtube.com/watch?v=e4a8HnytGf4>

<http://www.youtube.com/watch?v=6Xobamf7EY0>

<http://www.youtube.com/watch?v=WSyeiEgA7kk>

Here is a comprehensive source of good advice from EAA Chapter 1000 at Edwards Air Force Base:

<http://www.eaa1000.av.org/safety/handprop/handprop.htm>

It's important to think through the advice and techniques and adapt them to your aircraft and situation. In general, here are some universal suggestions that all the experts' state in one form or another, as they pertain to aircraft, engine, and people:

The Aircraft:

Taildragers are safer than nosedraggers, as the prop disc slopes away from your head.

The spinner should be at or above your shoulder level.

Twins are generally less safe, as the fuselage can impede exit from the prop area.

The Engine:

Low power, low compression engines are much safer than higher power, higher compression engines.

Geared engines are generally difficult.

It must be possible to prime the engine, so hand primers are more suitable than fuel injected engines with electric prime (assuming that a dead battery is the reason you are hand propping).

Two bladed props are much safer than three (or more) blades.

The People:

Two people are always required, one to spin the prop and the other in the cockpit.

Both people should be thoroughly familiar with the aircraft and the procedure.

Two pilots are best, both with time in type is optimum.

The spinner is the boss and calls the instructions. The person in the cockpit follows the spinner's instructions.

Finally, realistically evaluate your own aircraft and personal situation and think about the circumstances under which you would attempt to hand prop. Personally, I learned to hand prop a Cessna 150 about forty years ago when I learned to fly in the Oregon State University Flying Club. The club required us to learn this because it was assumed that we would be landing at back country strips in the Northwest where we could easily become stranded if the battery died. Of course, this was before cell phones and PLBs, and the ability to get an engine started could be your only way out of a bad situation.

Today we fly a Cessna T-210. It has a 520 cubic inch high compression engine, requires electric power to prime, and has a three-blade prop. No way would I try to hand prop this beast. I always carry a cell phone and a PLB, and if I was stranded I'd use those tools to summon help.

Maurice.

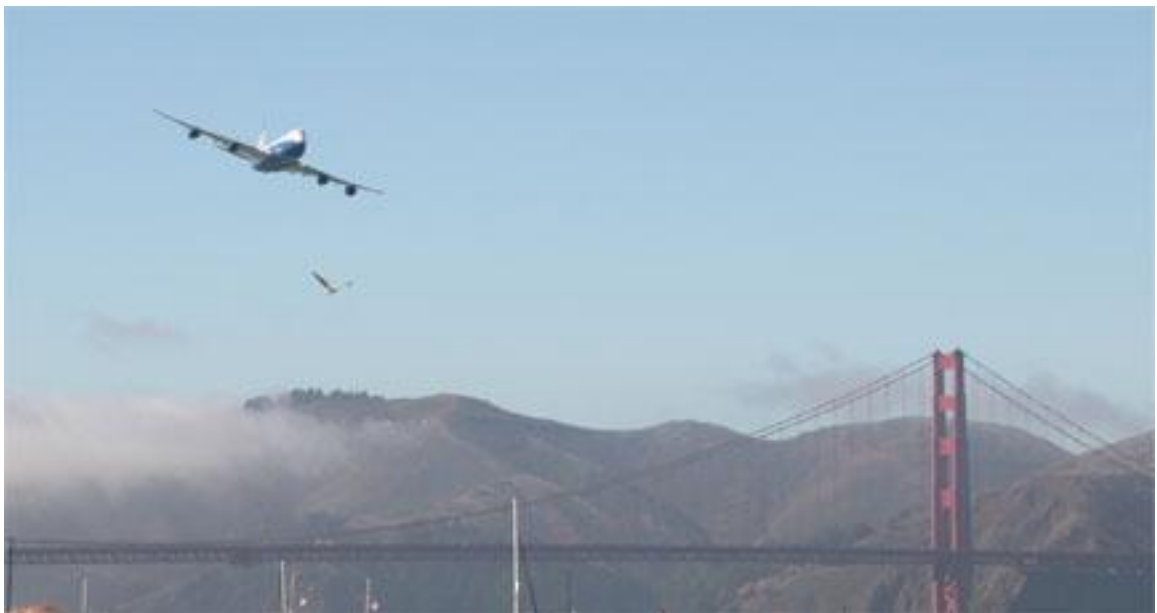


Come see why we're different...

The staff at PSA would like to wish everyone a happy Valentine's Day!

Be one of the first 4 people this month to tell our line service technician fueling you up how many hearts are on this add and win 5 gallons of 100LL gas for free!

Phone: 925-685-4400 Unicom: 122.95 cs@pacificstatesaviation.com



Seagull racing at the Blue Angels show

October 2010