

# MDPA News

April 2013

Concord, CA

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## Calendar – April 2013

<b>April 3</b>	6:00 PM	<b>Board Meeting</b>
<b>April 6</b>	9:00 AM	<b>Breakfast and Safety Meeting</b>
<b>April 6</b>	11:00 AM	<b>Fly-out to Watts Woodland</b>
<b>April 19</b>	6:00 PM	<b>Dinner and Speaker</b>

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## INSIDE THIS ISSUE

- 1 President's Message
- 2 Fly-out Calendar for April, May and June 2013
- 3 - 6 Breakfast photos and Safety Seminar info from Saturday, March 2, 2013
- 7 Sunderland Flying Boat
- 8 Auburn Flyout

## PRESIDENT'S APRIL MESSAGE

As most of us who have attended dinners and breakfast at the new clubhouse know, the volunteer crew and the County's money have done an outstanding job in making an attractive and pleasant facility for our use.

The one remaining project is the clean up and revitalization of the outside areas in the front and back of the clubhouse. We have engaged the services of a very talented Landscape Architect to plan a combination of permanent tables and benches with grass and flowers. We have designated Saturday, April 13, as a work day to cut and remove all of the old vegetation which has been previously treated so as to make our task easier. If anyone has access to a truck, it would be helpful for moving the cuttings to the dumpster on the North side of the clubhouse. I have a gas weed eater which I will bring, and we could use another.

I look forward to seeing you at our April breakfast and safety meeting.

*Stewart*

## Fly-out Destinations for April, May and June 2013

**April 6, 2013**

**041**

**Watts Woodland**

**DISTANCE:** 42.0 nm N

**RESTAURANT:** Clubhouse

**TEL:** (530) 662-0281

**HOURS ON SATURDAY:** 11:00 AM – 3:00 PM

**ADDL INFO:** 18 hole private golf course, restaurant on the field.

**May 4, 2013**

**D83**

**Boonville**

**DISTANCE:** 87.4nm NW

**RESTAURANT:** The Madrones

**TEL:** (707) 895.2955

**HOURS ON SATURDAY:** 11:00 AM - 5:00 PM

**ADDL INFO:** Meet with the Winemakers, tour the gardens and grounds and lunch out on the courtyard.

**June 1, 2013**

**MER**

**Castle**

**DISTANCE:** 79.6 nm ESE

**RESTAURANT:** Castle Café

**TEL:** (209) 723.2178 Group Tour

**HOURS ON SATURDAY:** 10:00 AM - 4:00 PM

**ADDL INFO:** Castle Air Museum

**The ONLY time you have too much fuel is when you're on fire.**

### 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.

# Saturday Breakfast March 2, 2013



Felix Boston stepped into chief cook John Potter's huge shoes on Saturday, March 2<sup>nd</sup>.  
A round of applause for the great breakfast that he and his crew served to us !

# Saturday Breakfast March 2, 2013



**Every takeoff is optional. Every landing is mandatory.**



# Saturday Breakfast March 2, 2013



If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.

## Safety Seminar by Maurice Gunderson

March 2, 2013

Maurice Gunderson was the moderator on Saturday, March 2, 2013, and he, too, did an excellent job.

The following is a rough outline of some of the interesting topics discussed.

Maurice explained that his interest in the topic of the use of electronics inflight began, when during a recent flight, his iPad screen went black. After he landed safely, he went in search of the rules and parameters governing the use of electronics in flight. (reference: Advisory Circular # 91-78)

There was also a discussion of the types and brands that other pilots like or do not like. He asked specifically where in the FAA Advisory it said yes or no regarding using an iPad. One person made the comment that the airlines are using them.

Another person said he was told to placard his GPS "for VFR only".

Most agreed that they like the electronics but feel it would be unwise to fly without paper backup. It was not disputed that the PIC has final say.

One person asked: is there an actual chart requirement? Is it not true that if one is familiar with the area, there are no charts needed?

Mounting devices that are approved was also discussed:

During the discussion on the pros and cons of attachments that go into cigarette lighters, it was agreed that it is hard to find one that lasts.

After someone asked if the FAA would note which products are allowable, the group agreed that it is not feasible to list acceptable or approved electronics, due to rapidly changing technology and not favoring one brand or company.

Attempts to find specific information were, as usual, difficult.

Although, the advisory referenced was not long and detailed, it did not satisfy the question of whether it was okay to use an iPad.

A few of the recommendations for various applications:

Bad Elf (recommended for size, ease of use and duration of battery)

ForeFlight is used by most respondents. Some folks are very happy with Wing X.



The winner of the  
mascot counting contest  
in the March newsletter



## **Sunderland *Flying Boat*** **Kermit Weeks Museum, Florida**

At the tail end of a Caribbean cruise, I worked in a southern Florida loop that got me to Kermit Weeks museum in Central Florida near Tampa called "Fantasy of Flight." Many of you know of my interest in flying-boat history, so this is just another hit on the subject. (Next is Ireland!).

Kermit has an airworthy Sunderland flying boat on display. Well, airworthy capable, it hasn't flown since the late '90's when it was taken to Oshkosh. Its type was known as the "Flying Porcupine" in WWII when it was bristling with machine guns. A later version of it, the "Halcyon" Solent, is on display outside the Oakland Aviation Museum at Oakland Airport.

*Submitted by John Potter*



# Flyout to Auburn

March 2, 2013





**It's always better to be down here wishing you were up there than up there wishing you were down here.**

The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.

**When in doubt, hold on to your altitude. No one has ever collided with the sky.**

A “good” landing is one from which you can walk away. A “great” landing is one after which they can use the plane again.

*Contributed by Maureen Bell*

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Aviation Advisory Committee	Russ Roe	
The MDPA Clubhouse is on the west side of the airport, south of the airport manager's office.		
<b>200 Sally Ride Drive      Concord, CA 94520</b>		

John and Natasha's trip to Half Moon Bay

continued from last month...

Half Moon Bay is my favorite fly-out destination in the Bay Area. Although it was a little cloudy, John and I made it there safe and sound, flying VFR. I got to do all of the radio communications on the way there and back although some of the phases were not familiar to me - this was a great learning experience for me.

When we landed in KHAF I noticed a bright red airplane by the hangar not far from the gate. We went to check it out and found out that it was a Yak-4U – Russian airplane from WWII. Letter U means that it was a trainer. Also, there was a P-51 Mustang combat aircraft next to the Yak-4U. John was interested in that one and he chatted a little bit with the owner, Scotty, who is also a contractor / developer in KHAF.

While we were walking towards the restaurant, Sam's Chowder House, we realized that it's a little too far from the airport and chose Half Moon Bay Brewing Company as a better lunch place. We were hoping to see other MDPA members passing by while we were waiting to be seated and during lunch but nobody else flew in. John had a nice size burger (right- John?), I had a dozen of my favorite fresh kumamoto oysters and clam chowder.

The weather was perfect - not too windy, warm – we had a really great time. Thank you John for letting me fly with you. Looking forward to our next fly-out!  
Cheers,      Natasha

*Submitted by Natasha Doktorova*

(The above article did not arrive in time to put it into last month's newsletter, thank you for submitting it Natasha)



Flying over the Golden Gate Bridge after the flight to Half Moon Bay  
February 2, 2013