

MDPA News

May 2013

Concord, CA

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Volume 42 Issue 5

Calendar – May 2013

May 4	9:00 AM	Breakfast and Safety Meeting
May 4	11:00 AM	Fly-out to Boonville D83
May 17	6:00 PM	Dinner and Speaker

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PRESIDENTS MESSAGE

We have all noted on the SF sectional chart the "request" that we fly at 2000' minimum over the ocean coastline and the marine sanctuaries.

Starting in 2012, the charts now have a new warning printed in magenta stating that flights below 1000' violate NOAA 15 CFR 922. Also printed in capital letters is "NOAA REGULATED NATIONAL MARINE SACTUARY DESIGNATED AREAS."

In the past, the FAA has been the sole authority for the enforcement of all airspace related restrictions. This, apparently, is no longer the case as we have heard of very severe penalties brought against pilots who, according to NOAA, have violated NOAA restrictions.

After landing at HAF, I was followed to my tie-down by an unmarked black SUV. Four armed, uniformed men approached me and told me that I had just flown over a nesting Condor nest and was identified by nest watchers using binoculars. Since I was flying the 45 entry leg to downwind for runway 30, I felt that I could not have been guilty of an airspace violation since I was making a standard entry to a public airport. The police finally backed off but told me to modify my downwind entry to avoid the nesting Condors and to tell all of my flying friends to do the same.

Be aware that Big Brother is watching you at all times.

Stewart

Boonville Flyout

May 4, 2013

The response has been pretty good so far for participants in the flight to Boonville on Saturday. For those of you who are still contemplating going, please make your decision by the end of the day on Wednesday and e-mail me at bob@weisscon.com with the number of people in your party. I've received requests from some folks that want to go, but need a ride. So, please e-mail me if you have extra seats. For those of you who said you were going, but have had a change in plans, please e-mail me by the end of the day on Wednesday as well. The idea here is to give Jim Roberts a head count for shuttle and food ordering purposes. Thanks, and see you Saturday morning. The weather forecast is for clear skies and warm temperatures. It should be a great day to fly. Thanks, Bob

Submitted by Bob Weiss



Speaking of Boonville, (one of my favorite airports), I drove east along sunny Mountain View Road early one morning. As I wound down to the airport, fog enveloped me. I turned around and drove west again to see just where I had hit the fog. Only 200 feet up, darn, I couldn't use the excuse of too much fog to skip work. I waited a half hour and it cleared perfectly. Back to the bay....

Submitted by Madeleine Ferguson

Fly-out Destinations for May, June and July 2013

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

July 6, 2013

022

Columbia

DISTANCE: 77.7 nm E

EVENT: Sierra Repertory Theatre – Fallon House – “Oklahoma”

TEL: (209) 532-3120 tix

SHOW TIME: 2 PM

ADDL INFO: Flyout to theatrical performance. 15 minute walk into Columbia, once a gold rush town, now a State Historical Park.

[Learn from the mistakes of others. You won't live long enough to make all of them yourself.](#)

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.



Does anyone remember why the above helicopters were at Buchanan ?
 The brief caption I have is “marine copters - 2007”

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<p>The MDPA Clubhouse is on the west side of the airport, south of the airport manager’s office. 200 Sally Ride Drive Concord, CA 94520</p>		

**MDPA Dinner
April 19, 2013**



MDPA Dinner - April 19, 2013



Guest Speaker - Christopher Freeze



You know you've landed with the wheels up if it takes full power to taxi to the ramp.

Precautionary landing-- BWI in a J-3

Written: Friday, November 18, 2005 4:43 PM

It was heart-warming to go back in my ragged old log-book to find out when this "memory" happened. Ahhh, June of 1969, a changing time in my life. Just out of the Navy and into business school with a summer job teaching at the Navy's prep school in Bainbridge, Maryland. Oh yes, and I was going to marry a lovely widow, I really liked the dog, and who incidentally had 4 nice kids. To get down to where she had returned to school in Fredericksburg, Va --- I went out to a nearby airstrip--- no, it was a cleared field---- and negotiated flying a farmer's old J-3 each weekend. I had to get the hens out of the seats and gather the eggs, but other than that the J-3 was ready to go. Hand propping from behind the prop with one foot under the wheel and hopping in was a no brainer, after a few mistakes, which I survived.

On one such trip, following the Pawtuxet River, I ran smack dab into a raincloud---- the engine quit and after popping out 500' lower, it fired up again and I went on to Fredericksburg. Funny, the Antique Aircraft crowd was gathered that evening for a dinner and I was immediately embraced as one of them---eggs and all---to join the festivities. My return to Bainbridge was planned for early Monday because I had to teach later in the morning.

Arriving in the Baltimore area just south of BWI, the freeway was getting hard to follow. I suppose that this was indeed "scud running," but in a J-3, this was normal low level operations--- except when you get so low that you might as well land. I was skirting around BWI with all of its IFR traffic (i.e, "below the radar"), so I just picked an open patch alongside the freeway and set down to wait until the ceiling lifted. That was the "precautionary" part, the rest was comical. I taxied up behind a lady picking vegetables. She was very startled and she very big. I thought that I had had it as a protective crowd gathered from her clan. After she settled down a bit she allowed me to use the phone in the little family's shack. I went on my way a few hours later but what a wonderful visit I had with some people that were truly hospitable and warm and who readily shared what little they had.

Submitted by John Potter

Saturday, May 4, 2013 10 AM

Safety Forum with Ken Whitham, moderating. He will lead us in a follow-on to the tower discussion under sequestering and discuss non-towered airports and operating in uncontrolled airspace.