



MDPA News

Mount Diablo Pilots Association
Buchanan Field, Concord, California

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MDPA Calendar Upcoming Events

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

December 2017

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

MDPA BREAKFAST AND SAFETY FORUM, SATURDAY, SEPTEMBER 2, 2017

By John Potter

“HANGAR TALK” HOUR

Planned for 40 and about 40 showed up. The Cooking Team got out to a slow start due to the absence of John Potter (and the keys to the Storage Room). Once the pots and pans showed up all went well under the supervision of Ron Lem. Blue-berries did not make it into the pancakes which were cooked by Jim Clarke - for which he got minimal complements. Scrambled eggs were cooked per the instructions (written by Bob Weiss). Dennis Stillway and Roberto Fuenzuelida worked on biscuits and meat.

We again had grits and but failed to serve the special gravy that Elaine purchased (suggested by Rich Celestre).

JLP Comment: We did not cook all the sausage. We must remember that we plan for a certain number of attendees and must cook all the food. We should never run out of chow, that is a sin. (All leftover food goes the needy. BTW Mexican kids love blueberry (“andrandanos”) pancakes!)

This month there was plenty of food and all had their fill. The cooks even had to refrain from cooking all of the plentiful ingredients lest the excess spoiled.

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 recovery of our friend John Potter, who is in all of our thoughts and maybe will be back next month. Oil prices remain stable for now. MDPA and EAA393 are discussing a joint Thanksgiving dinner meeting in November, details to follow. Fire safety upgrades to the clubhouse are scheduled to be completed in October.

Director of Airports

Keith Freitas was present and briefed on upcoming construction projects on Buchanan field. The major one is complete resurfacing of 32R, which will happen in 2018 or later, depending on FAA funding.

He talked about the airport closed circuit TV (CCTV) system is being installed on both the east and west sides of the Airport. New CCTV tower next to the clubhouse (west side) and new tower next to the owner maintenance hangar (east side). We should have system operational within the next 90 days.

In the past he had also talked about the Airport Economic Development and Incentive Program. Airport staff is prioritizing the list of desired improvements, provided by tenants and businesses, at Buchanan Field and Byron Airports.

The top ranked improvements at Buchanan Field include: terminal building, improvements to John Glenn Drive and a new entrance sign. The top ranked improvements at Byron Airport include: commercial office/hangar space, retail jet fuel and a runway extension. Tenants would also like to see reduced rates and charges.

MDPA Treasurer's Remarks

Elaine Yeary was present but did not report any new members.

Activities

A fly-out to Half Moon Bay was discussed by Mike Harris. This was originally planned for Santa Rosa, but changed to KHAF for better weather. KSTS will be scheduled for a future Saturday.

SAFETY FORUM

Moderator – Bill Hadley

LOSS OF OIL

The session was started by host Maurice Gunderson reading the below text since John Potter could not attend due to surgery.

OIL WEEP SAGA – JOHN POTTER

After months of being bewildered by oil appearing on the oil cooler after many flights I finally found the weep. Over those months I thought that it was merely a gasket or oil line connection, which is not a reason to ground an aircraft. I had noted a buildup of oil on the belly, but this is also normal leakage due to blow-by from the crankcase breather for most engines and I was not using a noticeable amount of oil beyond what I would normally expect. After the annual I returned the aircraft to parking with the cowl off, and low and

behold, there a puddle of oil on top of the oil cooler. The aircraft was immediately grounded and the A&P and I found a pinhole size leak in the oil cooler supply line.



What was happening was that in normal operations with ram air cooling the engine, the oil was leaking on to the top of the oil cooler and then spread by airflow to the belly.

I could have noted this leak much earlier if I had taken into account where the oil on the belly was coming from. It was not the breather-tube of the engine. Rather it was the other side, the oil cooler area.

The leak was hidden by the orange heat-shield which cover the oil lines. On the outside of the shield you can see the penetration. The pin-hole leak on the line itself was not obvious unless the line was pressurized and leaking.

The hose shop thought that heat could have been the source of the hole however there is nothing near the hose that would have been hot. I suspect that a sharp blow with a tool was what caused the penetration. This means that I caused it since I am the only person other than my A&P that works on the engine. The hose was from the 1990 engine overhaul and although a bit brittle after 2200 hours, not suspected to be at risk.

BILL HADLEY-ONE OF THE FOUNDERS OF MDPA IN 1976
Loss of Oil & Loss of Engine – a saga

Bill came to tell us about how he was ahead of an oil line failure Event and was able to land back at Concord on a night flight. Climbing out of Concord towards Oakland he noted total loss of oil pressure, immediately turned back to Concord and managed to land uneventfully (well--- sorta) without an engine. Bill came to tell us about how he experienced an oil line failure event and was able to land back at Concord on a night flight. Climbing out of Concord towards Oakland he noted total loss of oil pressure over Orinda, immediately turned back to Concord and managed to land uneventfully (well, sorta) without an engine. He clipped a tree, landed short of the runway at KCCR and came to a stop off the runway. He went home, got some sleep, and the next morning towed his airplane to his hangar. (Turns out it was an oil line failure.) There were a couple of morals to the story.

First, take care of slow leaks as they never become slower.

Second, when an emergency situation develops, take immediate action.

Third, never count on luck or divine intervention, but it sure helps.

We must look out for each other ---- MDPA's "safety culture".

FLY-OUT TO HALF MOON BAY AIRPORT, SATURDAY, SEPTEMBER 2, 2017

By Mike Harris

Our Flyout changed from Sonoma to Half Moon Bay Airport due to the heat. It was 108 in Sonoma and only 95 in KHAF ☺ Our plan at Half Moon Bay was to kayak in the little cove for about an hour and then have lunch.

Unfortunately the kayaks were all reserved since it was Labor Day weekend. We took a nice walk along the Princeton fishing boat dock and enjoyed all the sites.

After that we had lunch at Princeton Seafood Company. Great day of club fellowship.

Mike and Cathy, Robert, Bob and Vitar - 3 aircraft.



MDPA DINNER MEETING, FRIDAY, SEPTEMBER 22 2017, 6:30PM

by Maureen Bell

What an interesting evening we had at the last dinner meeting with two different stories from the total eclipse.



First Maurice recited his adventure after so much planning ahead – making sure he had enough cameras on board and the flight plan was meticulous so they would arrive at the exact time. Everything started well, but on Sunday, around Wyoming the airplane decided not to cooperate and they had to land. No mechanics on duty and trying to find a rental car was almost impossible.

The line guy came through and found one through his girlfriend, a rental car agent! Twelve hundred miles of driving and finally not being able to witness the eclipse, they gave up.



Now our speaker, Matt Warner a SkyWest Airlines captain had another story. He was scheduled that day for a flight from LAX to Calgary, Canada. He hadn't heard much about the eclipse and was more interested in arriving back in LAX so he could visit his sister for the evening. While getting prepared for the flight with his brand new co-pilot, they heard talk about the total eclipse. Matt decided to check into where and when it would be visible.

After realizing this was a big deal they tried to figure out a flight plan that would give their passengers a chance to see it. Being turned down for an initial speed of 205 knots (instead of 370) they encountered a strong tail wind, which would get them past the viewing area way too soon. Matt requested a climb to an altitude of 37,000' which at first also was declined, but later granted. This got them above the tail winds and the timing issue was resolved.



The final outcome was that their passengers were able to view the total eclipse rushing from side to side of the aircraft, which made it interesting for the pilots to keep it straight and level. All the passengers were thanking him and not caring that they were quite late on arrival. Because of the late arrival their landing runway was changed, which disturbed a great flock of birds. Eighteen of them flew into the aircraft, five into the engines. Matt was

able to land safely but the aircraft had major damage and eventually had two engines replaced. Fortunately Matt was not reprimanded for completely changing his flight plan and still has his job with SkyWest!



Finally, both pilot's going through their own total eclipse.

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
P.O. Box 6632
Concord, CA 94524
www.mdpa.org**