



MDPA News

Mount Diablo Pilots Association
Buchanan Field, Concord, California

April 2018

media@mdpa.org

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MDPA Calendar Upcoming Events

April 2018

- 4 Board Meeting*
- 7 Breakfast, Safety Forum & Flyout*
- 20 Dinner Meeting*

May 2018

- 2 Board Meeting*
- 5 Breakfast, Safety Forum & Flyout*
- 18 Dinner Meeting*

June 2018

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

MDPA BREAKFAST AND SAFETY FORUM, SATURDAY, MARCH 3, 2018

By John Potter

“HANGAR TALK” HOUR

Planned for 50 and about 35 showed up. Had coffee and doughnuts since short of volunteers. We are now depending 100% on MDPA members to respond to the request for helpers that comes out a week before the Saturday Safety Forum by going to the MDPA website calendar and registering.

The “Head Cook” Team is divided 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** - Prepare the kitchen and serving area for serving and store the equipment afterwards.



ADMINISTRATIVE ITEMS

MDPA President's Comments

Maurice Gunderson briefed us on a new policy issued by the State Board of Equalization that excludes experimental aircraft that are newer than 35 years from the county tax exemption for historical aircraft. The county assessor is now required to follow this new policy. He also elaborated on the necessity of registering your historical aircraft on the web site before the scheduled display day in the case when inclement weather causes a cancellation in order to get credit for the display date. Oil was delivered by Vishal Goyal.

Note: The Historic Aircraft Display, when weathered out, is notice by MDPA. For this to allow an exemption, the aircraft owner must have pre-registered the aircraft on the MDPA website.

Director of Airports Comments

Keith Freitas reported two items:

The first item was in regards to JetSuiteX service at Buchanan Field. He encouraged MDPA members to share with family, friends and colleagues the fact that JetSuiteX operates out of Buchanan Field to Burbank and Las Vegas. Keith advised that it is possible that Buchanan Field will see guaranteed annual FAA grant funding be raised from \$150,000 to \$1,000,000 if JetSuiteX passenger count continues to rise. It is important to note that these funds can only be used for airport capital improvements, i.e. runways, taxiways, nav aids and terminal building.



Keith passed out a sheet regarding the second item discussed, which showed the proposed new rates and charges. Airport staff is still proposing to lower rates for the county operated hangars and tie-downs. They are also proposing rates for various other items that had not previously been covered, i.e. fee for sweeping services, discount for paying rent one year in advance and incentive for bringing new tenants to the airport. He recommended that those that have comments should either attend the Aviation Advisory Committee meeting (next one is scheduled for Thursday, March 8th) or send an email to keith.freitas@airport.cccounty.us

MDPA Treasurer's Remarks

Elaine Yeary was present and collected the donations for the breakfast. She noted that some had overpaid at the prior dinner (& this breakfast) and wanted to hear from those that thought they were due a refund. One new member, Francis Kelly, with a long history in aviation, including Navy Helicopter operations, paid dues.



Activities

Mike Harris briefed on the planned fly-out to Salinas. (It was ultimately cancelled due to weather.)

Brian Enbom elaborated on a planned club trip to the Seattle area aviation museums in late July.

SAFETY FORUM

Moderator – Rod Mickels

Rod presented a quiz on MDPA Jeopardy. According to Rod, I just asked people to play the jeopardy game and the questions were private pilot questions. Three volunteers got up and “played the game.”

He felt people learn better through an interactive environment such as this. Being engaged/having fun is a great way to teach/learn. “My objective with this safety forum was to promote the pledge that we all took as new pilots to continually learn. Although we learn something from individuals that get up at each meeting and shares a learning from an experience I wanted to have a fun environment in which pilots could refresh the knowledge that they were taught in the past, while increasing safety in the process. Not all of the information may not be relevant to each person but you never know when a bit of information that was learned may be needed and used.”

ACROYMNS

- AROW
 - Airworthiness
 - Registration
 - Owner’s Manual (POH)
 - Operating Limitations Weight & Balance
- IMSAFE
 - Illness
 - Medication
 - Stress
 - Alcohol
 - Fatigue
 - Eating or Emotion
- ANIC
 - Aviate
 - Navigate
 - Investigate
 - Communicate
- VASI Visual Approach Slope Indicator
- ADS-B Automatic Dependent Surveillance Broadcast



STUFF

- Flying experience requirements for carrying passengers
 - Three take-off and landing within the preceding 90 days
- The altitude a pilot (flight crew) must have oxygen after 30 minutes
 - Between 12,500-14,000’
- Visibility and ceiling of an airport is reporting IFR
 - Ceiling less than 1,000ft and/or ground visibility is less than 3 miles
- Nighttime defined
 - The time between the end of evening civil twilight and the beginning of morning civil twilight

- You can identify a military airport by this
 - Two white flashes then a green flash from the beacon

MIMIMUMS

- Enough fuel for the trip plus 30 minutes
 - VFR fuel reserve requirements for day
- Enough fuel for the trip and then to the alternate airport plus 45 minutes
 - IFR Day/Night fuel reserve
- 1000' above any obstacle within a horizontal radius of 2000'
 - Minimum altitude requirements for flying over congested
- 500' above the surface
 - Minimum altitude requirements for flying over rural
- Within 500' of any person, vessel, vehicle or structure
 - Minimum altitude requirements for flying over other

GENERAL INFORMATION

- Chord line of the wing and the relative wind.
 - The term “angle of attack”
- When should pilots decline a land and hold short (LAHSO) clearance?
 - When it will compromise safety.
- As altitude increases, the indicated airspeed at which a given airplane stalls in a particular configuration will
 - Remain the same regardless of altitude.
- While flying in ‘E’ airspace at 10,000’, this is the cloud clearance
 - 1,000 feet below, 1,000’ above, 1sm horizontal
- Ground effect is most likely to result in which problem?
 - Becoming airborne before reaching recommended takeoff speed.

NOT ‘GENERAL’ INFO

- In what year did the Concorde enter service
 - 1976
- This Wright brothers was as the first person to be credited for the first powered flight
 - Orville
- The first solo flight across the Atlantic Ocean was performed by:
 - Charles Lindbergh
- Which aircraft was used on the first cross Atlantic solo flight?
 - “The Spirit of St. Louis”
- Which aircraft is known as “Hercules”?
 - C-130



Guy Black gave an account of the effects of a brain concussion that he experienced many years ago while surfing. He was visiting Southern California and then proceeded on his trip back to the Bay Area making a stop before heading north in which he landed on a taxiway, headed the wrong way. The remainder of the trip north was uneventful except he had a throbbing headache. When checked out by the doctor upon his return he was advised of the concussion.

We must look out for each other --- MDPA’s “safety culture”.

MDPA DINNER MEETING, FRIDAY, MARCH 16, 2018 @ 6:30PM

by Maureen Bell

Our St. Patrick's Day dinner was special in so many ways. First the Tactical Flight Officer for the Sheriff's Department was Michael IRELAND and Scott Davis must have some Irish genes because the food was perfect.

The helicopter the crew brought over was spotless and was of great interest to our members and their guests. The crew was impressive, you could tell they were well trained and knowledgeable, in fact the flight officer told us they spent many hours training in their hangar at Buchanan. When they were called out it could be to help the local police department, other police departments, other county law enforcements or fire and rescue groups. The video showed just how many different situations they could help with. All in all, a great evening even if you weren't Irish!



On the left the Pilot John Meyers and Flight Officer Michael Ireland.

On the right a Search and Rescue technician Andy with Medic Captain Mike.







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

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www.mdpa.org