



# MDPA News

Mount Diablo Pilots Association  
Buchanan Field, Concord, California

July 2018

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## MDPA Calendar Upcoming Events

### June 2018

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

### July 2018

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

### August 2018

- 1** Board Meeting
- 4** Breakfast, Safety Forum & Flyout
- 17** Dinner Meeting

## MDPA BREAKFAST AND SAFETY FORUM, SATURDAY, JUNE 2, 2018

*By John Potter*

### **“HANGAR TALK” HOUR**

I did not get sufficient people to volunteer by the Wednesday deadline so donuts and coffee were substituted in the meeting notice.

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 showed the film clip on the success of women flying for one of the major international airlines, Emirates of the UAE, namely Boeing 777 and Airbus 380s. On another event, he showed the track of MDPA member John Koehler starting his around-the-world flight in his homebuilt RV-9.

Maurice announced that an estate sale for Rod Hussey’s

hangar contents included considerable oil that would be made available at a sharp discount. Contact Maurice.

The trip to aviation museums in mid-July sponsored by Brian Enbom was briefed with reservation deadlines this month.

The passing in Reno of MDPA member Chuck Fiedler was announced. He was an accomplished pilot in the unique corporate aircraft and was a long standing veteran of the Army.

Note: The Historic Aircraft Display, when weathered out, is noticed 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 was not present.

### **MDPA Treasurer's Remarks**

Elaine Yeary was not present. Maurice collected the donations for the donuts and coffee.

### **Activities**

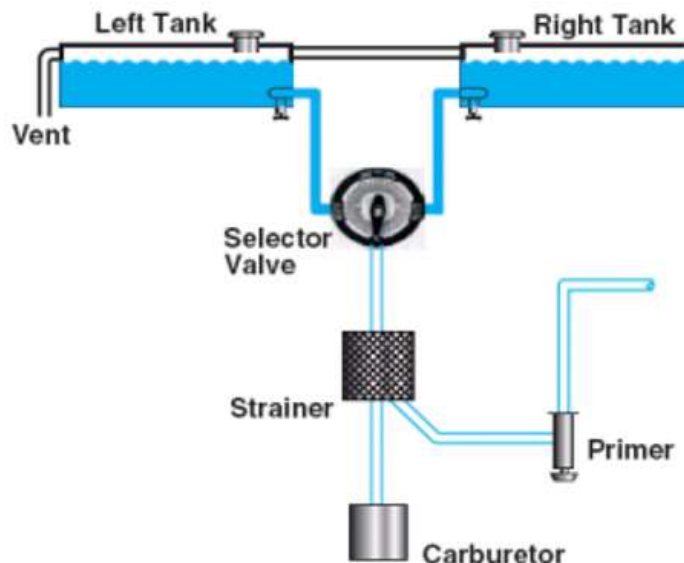
Alex Golovets briefed on the planned fly-out to Columbia (022).

## **SAFETY FORUM**

### **Moderator – Tom Hammitt**

The title for the June safety forum was “Fuel Flows (and Eddies),” moderated by Tom Hammitt. Tom began by discussing a recent experience with fuel imbalance in his airplane, a 1949 Cessna 140A. During flight with the fuel tank selector valve set to “BOTH,” Tom observed that fuel was only draining from the left wing tank, as the right tank gauge appeared stuck on “FULL.” However, when Tom set the fuel selector to “RIGHT,” the right wing tank seemed to drain normally – at least, the engine kept running, and, after a while, the fuel gauge needle began to move.

The Cessna 140A has a gravity-fed fuel system typical of Cessna singles with carbureted engines:



One aspect of this type of system is that the fuel selector valve does not have a “BOTH” position, only “LEFT,” “RIGHT” and “OFF.” This is because, if a “BOTH” position were provided and a fuel tank ran dry, the fuel pumps would only draw up air from the empty tank, not fuel from the fuller tank, simply because fuel is heavier than air. The engine could quit, even with full fuel on one side.

This difference between these two typical fuel systems – specifically, the lack of a “BOTH” position on the low-wing fuel tank selector valve – obviously serves a purpose. It also reflects the design certification requirements of the FARs. Specifically, 14 CFR § 23.951(b) states: “each fuel system must be arranged so that (1) no fuel pump can draw fuel from more than one tank at a time; or (2) there are means to prevent introducing air into the system.”

**Safety-Historical perspective from old CCR days – Guy Black**

Guy had 2 points:

Put a sealed/clear container of liquid (coffee) on the glare shield and that will tell you if you flying the aircraft correctly---it will remain level in the container.

As PIC, don't think out loud---it scares passengers.

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

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**FLY-OUT TO COLUMBIA, SATURDAY, JUNE 2, 2018**



**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](http://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](http://www.mdpa.org)**