



# MDPA news

May 2009 Concord, CA webmaster@mdpa.org Volume 37 Issue 5

## Presidents Message May 2009

By Steve Kennedy

### Meeting Notice

Date:	May 15, 2009
Place:	MDPA Clubhouse
Dinner:	6:30 PM
Program:	7:00 PM
Board Meeting:	May 6, 2009

Wow, can you believe it's May already. This year is just flying by. Speaking of flying, are you doing some? I hope so. The weather's gotten really nice. Some of us just go and punch holes in the sky, some of us use our airplanes for business, and some of us just like being around people who fly. Whatever your reasons for being a member of MDPA, I hope your getting to fly. That's what we're all about.

Now, if your one of those pilot's who's been punching holes in the sky, how would you like to put those skills to use by actually going somewhere? We have several trips planned for the club, and it would be real nice if you came along. Bev and John Levy are planning a trip to Oregon in September for the Shakespeare festival in Ashland. At the last minute many people always say they wanted to go, but you really have to plan early for this trip since it requires you to buy tickets to the plays, and those tickets go fast... very fast. So PLEASE check out the information on the web site ([www.mdpa.org](http://www.mdpa.org)) to see if you want to go on this AMAZING trip. Every year, people always say they wanted to go, but they never coordinated with John and Bev beforehand. Contact them and make your plans now.

John and Jude Potter are also planning a wonderful trip to Oregon in June to visit several air museums. The two museums he has chosen are McMinnville, and Tillamook. Both are not to far outside of Portland. This trip is approaching very fast and you will need to make plans with John as well. This trip also has details up on the web site. So check it out a [www.mdpa.org](http://www.mdpa.org).

As I said a while back, I'm also planning a day trip to Columbia this summer, probably in July some time. Let me know if you're interested.

If you missed the April dinner, you missed a gastronomical cacophony of wondrous delights. Several women in the club combined to give us an Italian dinner that was unbelievable. Diane Kennedy created a tremendous meat lasagna, that was to die for. As a matter of fact, after eating so much of it, like everyone did that night, I think we all sort of waddled out the door. Cheryl Summers provided appetizers to whet our appetites and kept us interested while the dinners cooked. Elaine Yeary, brought homemade Tiramisu, and other pastries for dessert. And last, but not least Jay McCartney brought Chianti for each table.

After dinner, Vince Siebern showed us a slide presentation of his trip to Central America with the Baja Bush Pilots. It sounded like an amazing trip. One, that many of us would love to try someday. The people, the scenery, the flying, the food, all sounded amazing and wonderful.

For those of you who regularly attend the breakfast, note that in June, we will have 2 breakfasts. One on our normal date of June 6<sup>th</sup>, and one on Father's day June 21<sup>st</sup>. This is the same day that the 99'ers will be hosting an open house at Buchanan Field. MDPA will be there to invite any of the Open House workers to have breakfast before they set about on their duties. If your around, stop by.

Respectfully, Steve.



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Did you know that it cost approximately \$900.00 a year to print and mail you newsletters. Help us cut our cost and have it e-mailed.**

**Our St. Patty's Day Dinner in March**



Rich Radigonda a docent on the USS Hornet, our speaker for the evening



**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.



Dennise & Al Humpert, guests from Valley Pilots



Bridget & Tracy Peters



Pots of Gold for everyone.

Pat Peters & Jay McCartney



## Our April Italian Dinner



Our door is always open to new members and guests.



Diane Kennedy and Maureen Bell get the salad ready



Johannes Verhoek and Diane Siebern





Vince Siebern gives us his presentation on Central America.



Vince Siebern, and John Potter discuss serious issues while Steve Kennedy is in the background



Elaine Yeary announces 99'er events

Ken and Jude Witham with Bev Levy





John & Cheryl Summers with Bob Belshe

April's Safety Clinic  
By John Summers

Bill Ludwig gave a report on an accident investigation he was involved with regarding a weight & balance problem. It was found that the aircraft was 140 lbs (I hope I remembered the correct number) overweight.

I shared with everyone about some research I did on the AOPA web site in the pilots stories section two good stories I found, one about Engine Failure at night in a C-400 @ 10,500 ft and how the pilot and ATC worked together to get him on the ground, the other story was about a pilot who had a Vacuum Pump failure in IMC. She stated she always replaced her 500 hr. Vacuum Pump at the required hours and this one failed with 499 hrs. The important lesson learned (and also stated by both pilots) was "Aviate, Navigate and Communicate".

We discussed if and when we can land on a taxiway. As stated in the March 2009 Aviation Safety magazine, "It is legal when dealing with a strong crosswind if the airport has a long enough taxiway that is oriented into the wind, isn't near buildings or obstructions and there is no one on it."

We also discussed an article from the April 2009 Aviation Safety magazine (front cover photo was taken at KCCR) on "Ramp Safety" and the importance of being aware of other non-pilots walking near aircraft and turning ON the rotating beacon before engine start. I always warn any new persons on the flight line to watch for rotating beacons, props and/or moving aircraft.

In that same magazine was an article about "Pre-fighting Your Prop". I shared my experience with a spinner that had a fractured rear bulkhead and almost departed the aircraft in-flight.

## *Upcoming Events:*

*May 15th, Luau hosted by Tracy & Bridget Peters*

*June 5th, Breakfast and Safety Clinic*

*June 19th, Casino Night Dinner*

*June 21, Fathers Day Breakfast and 99'ers Open House*



## **Moments in Aviation** Brought to you by **Sterling Aviation**

1900



1975



**1911**

In August 1911, Harriet Quimby became the first woman in America to get a pilot's license.

**1927**

August 1927, the Cessna All Purpose took off and Clyde Cessna's Cantilever design has been the standard since.

**1969**

In 1969... The biggest helicopter ever built, the Soviet Mil V-12 secures an unbeaten world lifting record for rotary-winged aircraft by carrying 40,205.5 kg (88,636 lb.) to a height of 2,255 m (7,400 ft.).

## **Discover the Difference in Concord**

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Blue Skies and Tailwinds to:

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