

MDPA News

October 2013

Concord, CA

webmaster@mdpa.org

Volume 42 Issue 10

Calendar – October 2013

October 5 9:00 AM Breakfast and
Safety Meeting

October 5 11:00 AM Fly-out to
Petaluma

**NOTE: the October flyout destination has
been changed to Petaluma**

October 18 6:30 PM Casino Night

PRESIDENTS MESSAGE

Please note the letter, (on the last two pages of this newsletter and on the website) from Keith Freitas, CCR Airport Manager, regarding water use on the field.

Note that the fines for non-compliance are extreme, so try to let everyone know about the policy. The rules have been in effect for some time, but were only recently brought to light by Keith's letter.

Stewart Bowers

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9/7/13

Flyout

San Carlos



Sky Kitchen

San Carlos, CA

Here are a few pictures from the last,(September) fly-out to San Carlos (Sky Kitchen). Each pilot chose his own route to go to San Carlos - and each one worked out great. Breakfast was fantastic! Will definitely fly there again.

Flyout coordinator extraordinaire: *Natasha*

9/7/13

Flyout

San Carlos



Sky Kitchen

San Carlos, CA

Fly-out Destinations for October, November and December 2013

October 5, 2013

O69

Petaluma

AIRPORT: Petaluma

DISTANCE: 30.5 nm NW

RESTAURANT: Two Niner Diner

TEL: (707) 765-2900

HOURS ON SAT: 7:00 AM - 3:00 PM

ADDL INFO: With model airplanes and framed photographs adorning the ceiling and walls and an outdoor deck located steps from the tarmac, Two Niner Diner provides a comfortable atmosphere to eat breakfast, brunch or lunch while watching the planes take off and land at the airport.

November 2, 2013

STS

Santa Rosa

AIRPORT: Sonoma County Santa Rosa

DISTANCE: 47.3 nm NW

RESTAURANT: Sky Lounge 707-542-9400

HOURS on Saturday: 7:30 AM- 10:00 PM

ADDL INFO: The restaurant is a steak house and sushi bar.

December 7, 2013

WVI

Watsonville

AIRPORT: Watsonville

DISTANCE: 64.5 nm SSE

RESTAURANT: Props Restaurant & Lounge 831-724-7767

HOURS on Saturday: 11:00 AM- 10:00 PM

ADDL INFO: Reopened in August 2012, the restaurant serves traditional (American) food.

Mt. Diablo Pilots Association 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.

9/20/13 MDPA Dinner



9/20/13 MDPA Dinner



Bob Torrey, guest speaker Dana Drenkowski in the middle and John Levy



Dana Drenkowski, an Air Force Academy graduate, continued Part II of his experiences flying B-52G's and F-4 Phantoms over the unfriendly skies of Viet Nam during operation Linebacker.

Dana explained the tactics that the Vietnamese used against American pilots, including the dreaded "SAM" missiles, heavily concentrated radar guided Anti-Aircraft fire and Mig 17's and Mig 21's. Dan flew both the B-52 and later jumped at the opportunity to become a "Fighter Pilot" and fly the F-4 Phantoms.

Dana displayed the long routes that the bombers took from Guam and Thailand after they finally got approval to strike important targets of Hanoi and Haiphong harbor, which in the past were diplomatically disapproved by our government.

His Squadron, 13, the "Black Cats" adopted a real black panther, found in the jungles, named "Eldridge". Dana took great pleasure in caring for this "Big" kitty cat that would hide under the squadron desks and swipe at the legs of passing airmen, knocking them off their feet. "Work hard, play hard!"

Hopefully we can get Dana back to tell us more stories of other Government sponsored adventures that he participated in, in other parts of the troubled world.

By Chet Robbins

The following is a true story from a magazine article from a couple of years ago that was posted in the FBO at Murray Field in Eureka. The pilot was a local character who had flown for years, low over the bay, spotting fish. After the accident, he surrendered his pilot's license and title to the aircraft to the FAA. He passed away not too long ago.

The California pilot of a Cessna 150 operating over Humboldt Bay said his engine started to "fadeout." The pilot reported applying carburetor heat without success until the engine quit graveyard dead. Restart was unsuccessful and the pilot conducted a "standard water landing" in about 12 feet of water.

(We'd like to see what a "standard water landing" in a 150 looks like, but it gets much, much better).

During the investigation, the FAA rep checking out the recovered aircraft noted an overall condition of poor maintenance, including a placard stating the carb heat was inoperative. (You know, the carb heat the pilot said he applied). The last recorded annual was accomplished 16 years earlier. Not to worry, however, as the pilot reported that he did the maintenance on the aircraft, albeit without the pesky detail of having actually acquired an A&P certificate. The pilot's medical was six years old and no record of a BFR existed, but that's ok, too. According to the pilot, the real cause of this accident was that his weather briefing (from an unspecified source) didn't include a temperature and dew point report.

Submitted by Elaine

MDPA Mailing Address: P.O. Box 6632 Concord, CA. 94524		
President	Stewart Bowers	President@mdpa.org
VP Activities	Natasha Doktorova	VPActivities@mpda.org
VP Programs	Steve Mink	Programs@mdpa.org
Treasurer	David Thacker	Treasurer@mdpa.org
Facilities Maintenance	Stewart Bowers	Facilities@mdpa.org
Secretary	Elaine Yeary	Secretary@mdpa.org
Director at Large	Scott Achelis	Atlarge@mdpa.org
Past President	Maureen Bell	Pastpres@mdpa.org
Communications	Madeleine Ferguson	Communications@mdpa.org
Articles and photos	For the newsletter	Newsletter@mdpa.org
Aviation Advisory Committee	Russ Roe	
<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>		



The **Redbird FMX** full motion flight simulator is a state-of-the-art flight training device that makes flight training affordable.

The Redbird FMX uses the same concepts that major airlines use to train their pilots, only on a slightly smaller scale.

Our Redbird FMX mimics the cockpit of a new Piper Archer with HSI and dual Garmin 430 GPS, and a new Baron G-58 with G1000 Avionics suite. Our full motion simulator is great for:

- Primary flight training

- Instrument training / IPC

- Complex / G1000 Avionics training

- Area familiarization training (we can position the pilot at any airport in the world!)



Call the Flight School at (925) 334-7934 for details.



CONTRA COSTA COUNTY AIRPORTS

650 Sally Ride Drive • Concord, CA 94520-5550

September 4, 2013

All Airport Tenants:

This letter is being sent to remind our tenants of the State and Federal requirements related to stormwater discharge at the County Airports. While we have not had a violation to date, the State's Water Resource Control Board's National Pollutant Discharge Elimination System (NPDES) Industrial General Permit is being changed and, as you would expect, the current draft is more restrictive than the existing program. The State permit regulates all industrial activities, which includes airports, discharges from "point" source to waters of the United States. Our intent is to provide the storm water restrictions and allowable activities to better ensure that we all remain free of violations.

State and Federal environmental agencies require the County Airports to conduct ongoing stormwater monitoring and reporting as part of its NPDES permit. Anything (grease, dirt, oil, solvents, soap, etc.) that gets on the ramp will be carried into the storm system during a rain event. The NPDES permit prohibits any "illicit discharge" (considered anything other than rain water) to enter the County's stormwater system except those discharges that are specifically listed in the NPDES permit.

In addition to regular Airport staff inspection, the regulators who oversight the NPDES permit program can and do conduct both scheduled and unscheduled site visits. If State and Federal regulators determine that an illicit discharge has taken place, they can charge the Airports with a violation of the NPDES permit. If violations to the permit are found the County Airports could be fined by State, Federal and Local regulators; some of these fines can add up to as much as \$37,000 per day.

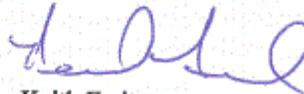
In order for tenants to be more aware of what is or is not allowed under the Airports' NPDES permit and, therefore help keep the airports free of violations, Airport staff has put together the following information to help clarify and resolve any ongoing uncertainties.

1. The NPDES permit allows the following discharges into the storm water system:
 - a. Stormwater
 - b. Fire hydrant or fire truck flushing
 - c. Air conditioning condensation
 - d. Waterline testing
 - e. Landscaping overflow

2. The permit does **not** allow the following activities on the ramp, in hangars, or between hangar rows:
 - a. **Washing or rinsing of aircraft, vehicles, equipment etc. on areas not designated for these activities** – These activities **must** be performed on a designated wash rack with an operating oil/water separator. Although Airport policy does prohibit vehicle washing, a designated aircraft wash rack with an oil/water separator is available at both airports to all tenants.
 - b. **Power washing of hangars** – Power washing water contains dirt/dust and chemicals like oil, fuel, etc. The water can run out onto the ramp where it can either dry leaving a residue that will be washed into the storm drain with the next storm or run directly into the storm drain at the time the event takes place. Only hangar facilities with a working oil/water separator may be allowed to power wash the inside of their hangars but they must ensure all water is contained within the hangar.
 - c. **Rinsing of pavement/ramps**
 - d. **Rinsing of buildings**
 - e. **Changing of oils/fluids between hangars or on the ramp** – The Airport provides an owner maintenance hangar, at each airport, for these activities. The maintenance hangars are equipped with spill kits in the event of an accidental spill and are enclosed to prevent rain from washing residual oil into the storm water system.
 - f. **Any and all other items not listed that would cause any kind of illicit discharge to the storm drain system or allow for residue to be washed to the storm drain system.**
3. The NPDES program essentially prohibits any activity that will result in anything beyond the items listed in #1 above, from entering the storm water system. For example, at this time you can either dry wash or use a damp cloth with a spray bottle to clean your aircraft in your hangar as they do not result in water on the ground.

Please contact Natalie Olesen, of my staff, if you have any further questions. We appreciate your assistance and cooperation to keep the airports free of NPDES permit violations.

Sincerely,



Keith Freitas
Director of Airports

c. B. Lee, Assistant Airports Director
J. Conti, Senior Real Property Technician
S. Callahan, Lead Airport Operations Specialist
Rusty Milburn, Lead Airport Operations Specialist
M. Vitalich, Lead Airport Operations Specialist