



# MDPA News

Mount Diablo Pilots Association  
Buchanan Field, Concord, California

February 2016

[media@mdpa.org](mailto:media@mdpa.org)

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## MDPA Calendar Upcoming Events

### January

**27** ALUC Meeting

### February

**3** Board Meeting

**6** Breakfast & Safety Forum. No Flyout due to Super Bowl 50.

**11** AAC Meeting

**19** Dinner Meeting

### March

**2** Board Meeting

**5** Breakfast, Safety Forum & Flyout to San Carlos

**18** Dinner Meeting

### April

**2** Breakfast, Safety Forum & Flyout to Red Bluff

**6** Board Meeting

**22** Dinner Meeting

## PRESIDENT'S LETTER – MAURICE GUNDERSON

First of all, please join me in welcoming our new MDPA Officers!

- Communications – Bob Torrey
- Facilities – Scott Achelis
- Secretary – Maureen Bell
- Treasurer - Elaine Yeary
- Activities – John Barrella
- Programs - Pierre Bidou
- Newsletter - Natasha Doktorova
- Saturday Safety Meetings – John Potter

We are going to have a fun year in 2016 at MDPA. Our officers will be working behind the scenes, but of course success will really come when everyone in the club takes part in the activities. Please get involved, and of course send your comments and suggestions.

At our January Board Meeting, the MDPA Board adopted four goals for 2016:

1. Engage with Airport Management and County Government to Support Buchanan and Byron airports. This already started in 2015. Russ Roe and I are involved in the County's Aviation Advisory Committee (AAC) and Airport Land Use Commission (ALUC). I am sure you have noticed Keith Freitas, Director of Airports, and Dominic Aliano, from Supervisor Mitchoff's office, have attended several of our events. Other AAC members will also be attending throughout the year. I encourage you to come to AAC and ALUC meetings. These are always open to the public, and pilots are especially encouraged to participate. Meeting dates will be published in the MDPA newsletter.

2. Use Historic and Unique Aircraft Display to Engage General Public. MDPA has been hosting this event for years. We would like to expand and improve upon what we already do, by more effectively encouraging the general public to attend. Also, I believe we can encourage pilots based at other airfields to fly their interesting aircraft here for display. Taken together, these outreach efforts can bring more business to Buchanan and Byron, and maybe also attract some new student pilots to get their starts here.

3. More and Better Programs and Fly-Out Trips. John and Pierre are working on lining up interesting speakers and arranging both short day trips and longer ones. All this is now in the planning stages. Your suggestions and comments are always welcome. As part of this effort, we are simplifying and streamlining the sign-up and insurance procedures.

4. Increase MDPA Membership by 50 Percent. This sounds like a big leap, but we believe it's realistic. Currently we have about 100 members, and we would like to enter 2017 with 150 members. To accomplish this, we need to show prospects that we are delivering new value. Concentrating on Goals 1, 2, and 3 will give us the opportunity to do just that.

Finally, 2016 is MDPA's 40th Anniversary Year! We are working on plans for an appropriately festive celebration. Stay tuned for details.

Best regards,  
Maurice.

**MDPA BREAKFAST AND SAFETY FORUM,**  
**SATURDAY, JANUARY 9, 2016**

*By John Potter*

**BREAKFAST**

All went well with breakfast, especially since we had a cracker jack team in the kitchen. We hit the numbers on food just right, nothing was left. (In fact, we had more to cook but was hidden in the fridge, so had to do a quick "nuc" of the bacon package (precooked) to serve in the meeting room. Let's face it, I failed as the "Head Cook" since there were 2 dozen extra eggs and 3 sausage tubes in the fridge that missed being cooked! Unacceptable! Need a new Head Cook!

We had about 40 attending, a little more than normal.

For 2016, I will be the Head Cook once a quarter. We will need a Head Cook volunteer for March and May:

February	-	Johannes Verhoek
March	-	?
April	-	John Potter
May	-	?

I have a checklist and it will take a newbie about 4 hours to shop and set up. (I now have it down to less than 3 hours.)

In 2016 I will continue to coordinate the Safety Forums.



*\*Note: The club policy is to deliver leftover food from the dinners and breakfasts to a needy family.*

## **ADMINISTRATIVE ITEMS**

### **Airport Manager's Comments**

Keith Freitas briefed us on the study of KCCR hangar rents that resulted from the EDIP project. The goal is to determine if KCCR rates are in line with rates at our competitive airfields and to adjust as appropriate. As a first step, the automatic CPI increases previously planned will be cancelled for three years. Further studies are underway to determine if further adjustments are advisable at this time. More news will be provided as it becomes available. To engage in the discussions, feel free to attend AAC meetings.



### **MDPA President's Comments**

President Maurice Gunderson reminded the pilots of the regularly scheduled Airport Advisory Committee meeting and encouraged pilots to attend.

Aviation Advisory Committee: Thursday, **February 11**, 10:00 AM, Airport Offices

Airport Land Use Commission: Wednesday, **January 27**, 7:00 PM, 30 Muir Road, Martinez



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

Treasurer Elaine Yeary reported the current amount in the checking account and alerted everyone that dues are due for 2016.

### **Activities**

John Barrella briefed the day's trip, and announced that there would be no fly-out due to bad weather. He also announced that the year's schedule for fly-outs was ready to be posted on the website once the board approved it.

## **SAFETY FORUM**

### **Lights**

We kicked off the session with my asking about the use of landing/recognition lights when entering/leaving an airport. I told of coming out of STS and having turned on all of my lights as I normally do when taking off and when entering airport airspace. I asked the pilots if they did this as a regular practice. I was surprised---- no shocked----- that not everyone does this. Why not?!!! It might save your bacon one day. I told of having started the climb out and routinely turned off the lights (with the mindset of a retired electric utility guy, trying to save energy). Dumb. And there in my front window-shield was a head-on descending high-wing. In the future I will not turn off the lights until I am at cruise where there is some protection from other aircraft with the Hemispheric Rule in place.

### **Moderator – Andrei Tkachuk**

Andrei presented himself as a recently licensed pilot. He acknowledged that loss-of-control was a large share of accidents but he chose the mostly other 20% attributed to loss-of-power to discuss with the pilots.

In short, in his own experience he found that he went into denial for a few moments in the one loss-of-power incident that he had experienced when the engine started to sputter (due to forgetting to switch tanks). Luckily altitude was over 8,000 feet and the nearest airport was in sight. This was not as critical as on short final! (Editor comment: Short final no problema! Just land!)

4 items ABCD acronym to remember in the emergency situation:

- A: Aviate (Set up best glide speed)
- B: Pick best landing spot
- C: Checklist, if able
- D: Declare an emergency (Communicate & 7700)

Andrei then asked the pilots how many had experienced a loss-of-power and there we a number of hands that went up. He selected a few to describe their initial reactions and their subsequent methods of dealing with the problem. Very few stated that denial was an option since keeping the airplane airborne demanded action, in each case almost by rote since little “thinking” was done initially. For takeoffs, it seems that by virtue of constant awareness of the consequences and actions required to be taken instantly, that most pilot either consciously or not, prepare themselves for the possibility of engine loss on takeoff. This was often enhanced by a pre-takeoff plan-of-action in mind should it happen on that departure. There was some thought expressed that the last planning done by a pilot often becomes the action taken by rote.



The big take away was that there was the general consensus that there is no reason to not declare an emergency when circumstances warrant it. No one responded that they ever had to submit any report to the

FAA after declaring an emergency (Form 709 (??)).

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



## FLIGHT TO HALF MOON BAY (KHAF), SATURDAY, JANUARY 9, 2016

*By Natasha Doktorova*

Although our flyout to Half Moon Bay had been cancelled due to non-VFR weather in the Bay Area some of us still had a chance to fly to the planned destination. I am very fortunate to have pilot friends who can fly in bad weather and who can make "let's go flying" decision 20 minutes before take off. Good thing I live 5 minutes from the airport ☺

Our pilot in command was instrument rated NRI member Andrew Roberts. Alexander Golovetz was his co-pilot. My friend Max who was visiting from Moscow and I flew as luggage in the back seat ☺ I took some pictures of Buchanan Field (CCR) as we circled the airport heading towards the Golden Gate:



We had a nice lunch at Half Moon Bay Brewing Company before heading back home.



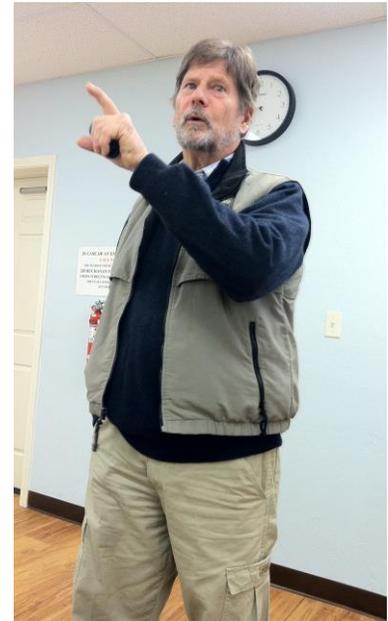
ATC vectored us through Bravo airspace. View of SFO through clouds at 3000 feet was spectacular! Can't wait till our next flight, flyout, or flyin, etc! ☺

## MDPA DINNER MEETING, FRIDAY, JANUARY 15 2016, 6:30PM

*by Maureen Bell*

For one reason or another many members were unable to attend our last dinner meeting, myself included, which was unfortunate, as I was told that Ray Catlette was a great speaker with an extremely interesting subject – Aviation & Parachuting.

Many thanks to Pierre, our new Programs Director, for finding such a good speaker to start the year. Problem is, he will be a tough act to follow!



Many thanks to Elaine Yeary for taking some photos for us as Kevin, our talented photographer, was unable to attend.

### Ken Cole Award

For those who were not at our Christmas dinner, you missed John Potter receiving this airplane originally made by Ken Cole many years ago. John may be passing this gift on to another



member this year. I seem to remember a wooden toilet seat being passed around some time ago – thankfully I have never received either of them!

### Super Bowl 50 Weekend and Airport Activities

Dear Fellow MDPA Members,

Super Bowl 50 is coming, and with it an estimated 1,200 private jets full of fans. The FAA has 49 years of experience handling this ever increasing flock, and has established special procedures for Bay Area airports to make sure all goes well. See below the message from our Airport Management for the details. Bottom line: It's a good time to not fly!

MDPA will hold our regular Breakfast and Safety Seminar at the Clubhouse on Saturday, February 6 at 9:00 AM.

We will also hold our Antique Aircraft Display as usual at the Clubhouse. The taxiways will be open, and you will be able



to taxi your antique airplane past the jets to and from the Clubhouse. This might be an opportunity to view the various aircraft that will be parked at the airport.

As reservations for takeoff or landing will be mandatory, we won't have a fly-out for lunch that day. We could depart but we couldn't come back!

Please give me a call if you have any questions. I'll see you on February 6.

Best regards,

Maurice Gunderson  
Office: 925-254-8364  
Mobile: 415-810-4559

**From Contra Costa County Airport Management:**

Buchanan Field and Byron Airport Tenants,

Super Bowl 50 will be held at Levi's Stadium in Santa Clara County on February 7th, 2016. Due to the event's 50th anniversary—and its premium tourist location—it could bring the largest Super Bowl attendance to date. The FAA is expecting approximately 1,200 additional jets in the Bay Area in the week preceding, and days following, Super Bowl 50.

Due to the anticipated high air traffic for this event, the FAA has assigned arrival and departure slots for all of the Bay Area Airports. Buchanan Field Airport's assigned Arrival and Departure Phase information is:

Arrival Phase

The FAA designated **Arrival Phase** for the event is from **February 4th, 2016 at 6:00 AM through February 7th at 3:00 PM**; aircraft **must have** a reservation to come into Buchanan Field during this phase.

Buchanan Field will have four (4) arrival slots per hour during this time period; 1 each hour for the County, Concord Jet Services, Pacific States Aviation, and Sterling Aviation.

Departures during the Arrival Period may take place at any time without a reservation, but returning to Buchanan Field will require a reservation.

To allow maximum use of the Airport, non-reserved County designated slots will be made available to the FBO's on February 1, 2016.

Departure Phase

The FAA designated **Departure Phase** for the event is from **February 7th at 5:00 PM through February 8th at 6:00 PM**; aircraft **must have** a reservation to arrive or depart Buchanan Field during this phase.

Buchanan Field will have three (3) arrival slots per hour during this phase; 1 each for Concord Jet Services, Pacific States Aviation, and Sterling Aviation (Note: None for the County).

Buchanan Field will have 10 Departure slots per hour during this phase; 1 for the County, 3 for Concord Jet Services, 3 for Pacific States Aviation and 3 for Sterling Aviation.

To allow maximum use of the Airport, non-reserved County designated slots will be made available to the FBO's on February 3, 2016.

If you will need to arrive or depart Buchanan Field during the Arrival or Departure Phases, please contact Airports staff at (925) 681-4200 to make a reservation. Reservations will be taken on a first come, first serve basis beginning on January 25th, 2016. **A reservation is not confirmed until you receive a verification date and time from Airport staff.** You

may also contact one of the FBOs to request a reservation slot if the County is unable to accommodate your request.

Airports staff appreciates your patience, in advance, during this very special Bay Area event.

Judy M. Evans, Contra Costa County Airports  
(925) 681-4200

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## **JOHN SUMMERS – CELEBRATION OF LIFE**

John Summers  
Nov. 28, 1940 - Dec. 18, 2015  
Concord, CA



John James Summers passed away Friday, Dec. 18 in Concord, Ca. He fought a courageous battle with various illnesses over the last few years. A loving husband, father, grandfather, brother and friend, he touched many lives with his kindness, sense of humor, and willingness to help others.

John was born in Byron, Wisconsin. After graduation from Goodrich High School in 1959 he joined the U.S. Air Force. Stationed in Wichita, Kansas, he served as an aircraft mechanic on jet bombers. In August 1963 he was discharged in Sacramento, and remained a California resident.

After military service he owned a Union 76 gas station and worked for Firestone Tires. In December of 1965 he began a 30 year career at the Alameda Naval Air Station. He retired in 1994 as manager of the Aircraft Maintenance Control Office. For several years he was active with the E&E Retirees Association.

At age 53 he became the first tool demonstrator for Sears on the West Coast. Obtaining his Adult Education Credential in September 1997, he became a woodworking instructor at the AEC Center in Pleasant Hill, retiring for the second time in January 2005.

In 1995 he met the love of his life. He and Cheryl were married in 1997 and began their life together enjoying cross-country trips visiting family, historical sites and national parks. Frequent trips to Monterey, Gold Country, San Francisco and several cruises filled their retirement years.

In August 2006, he obtained his private pilot's license to fly a Cessna 150 and 172, a life-time dream. He served as President and Maintenance Officer for Valley Pilots Flying Club and Facilities Manager for Mt. Diablo Pilots Association. He was honored to serve with other local pilots in The EAA Young Eagles Program.

John is survived by his wife, Cheryl, mother, Vida Kirsten of WI, loving children, Christina Snyder (Kevin) of TN, Scott Summers (Jette) of KS, Candace Summers, Cheryl Youkana (Dan), Tabitha Trejo (Mo), Melissa Shirah (James) of Florida, Annette Lovas and Elisa LaFleur of CA. He is also survived by his sisters Carol Oppermann, Jean Schmidt (Roger), Bonnie Gruen (Ed) of WI, and Dorothy Hasty of SC, and 8 grandchildren.

A Celebration of Life will be held in early spring at Crossroads Covenant Church in Concord. In lieu of flowers, contributions in his memory can be made to USO Department WS, PO Box 96860, Washington, DC 20090, or to Crossroads Covenant Church, 5353 Concord Blvd., Concord, CA 94521.

See more at: <http://www.legacy.com/obituaries/contracostatimes/obituary.aspx?n=john-summers&pid=177054998#sthash.Uzytw0Du.dpuf>



**First Saturday of Every Month**  
**9:00 AM to 1:00 pm**

**HISTORIC AIRCRAFT  
DISPLAY**

Buchanan Field Clubhouse – 200 Sally Ride Drive - Concord

**Everyone Welcome!**

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

**The MDPA clubhouse is located at 200 Sally Ride Drive 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)**