



# MDPA news

February, 2006 Concord, CA 925-685-7073 Volume 33 Issue 2

## Meeting Notice

Date: March 17th  
Place: MDPA Clubhouse  
Dinner: 6:30PM  
Program: 7:00PM  
Board Meeting: TBD  
Next Meeting: April 21st

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## PRESIDENTS MESSAGE

February—a month we usually get ready to do our taxes, go skiing and generally don't think much about flying. Not MDPA, we had a great dinner (thank you Pat & Diane). The trip for chicken turned into a flight to Lodi for lunch due to weather. A lot of you sent e-mails to the airport manager asking to protect MDPA and the other clubs on the field. He replied that we will have a place for meetings with the Colorado developers proposal. Not that I don't believe him but we need everyone from MDPA, EAA, CAP and the Concord flying club to send him an e-mail asking for a guarantee of a meeting place or community center. He didn't respond to the request to keep local tax dollars at home with a local developer. The Board of Supervisors will be asked to approve a land lease for the Colorado developer on March 7th. You should let us know what you want to do so we can get an organized effort and presentation to give to the Board. So send your e-mail to [mdpa-board@lists.mdpa.org](mailto:mdpa-board@lists.mdpa.org) and let me know what we should do.



into Mammoth about 45 minutes earlier. The nose low bothered me because I was trying to climb not descend. A quick check of the VVI showed a positive rate of climb and the turn coordinator didn't show a turn? What was going on? Looking back outside with all the mountains and clouds didn't provide me with a real good horizon to determine I was straight and level but it looked like I was. The directional gyro seemed to be working ok so what was it that was wrong. I did a good preflight, used the checklist and everything was fine including the suction. Suction, now it was 0, so what goes out with lack of suction? The AI and DG. Now the AI shows a right turn (18 degrees bank)

Those of you that read all the MDPA e-mails know that while flying I lost a vacuum pump on a recent trip over the Sierras. What follows is a short summation of my thoughts. I was VFR but dodging some clouds while trying to get over the Sierras from Mammoth Lakes. I noticed the attitude indicator showing a slight left bank and a slight nose low indication. I had my head out of the cockpit looking for traffic and the best way to avoid all those clouds that weren't there when I was flying

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**MDPA Officers**

**President:**

Vince Siebern 415- 897-0861  
president@mdpa.org

**VP Activities:**

Patrick Miller 925-685-3354  
activities@mdpa.org

**VP Programs:**

Paul Hunter 925 938-7720  
programs@mdpa.org

**VP Communications:**

Dave Evans 925-300-6437  
communications@mdpa.org

**Treasurer/Membership:**

John Levy 925-937-3444  
treasurer@mdpa.org  
membership@mdpa.org

**Facilities Manager**

Bill Ludwig 925-798-3296  
facilities@mdpa.org

**Secretary:**

Fran Schlatter & Dan Dulava  
925-285-2007  
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**Director at Large:**

Bob Belshe 925-376-7677  
atlarge@mdpa.org

**Past President:**

Richard Roberts 925-939-0173  
pastpres@mdpa.org

**Aviation Advisory Committee**

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Stewart Bowers 925-254-0804

**Web / Newsletters :**

Patrick Miller 925-685-3354  
Dave Evans 925-300-6437  
Steve Kennedy 925-370-0828

webmaster@mdpa.org

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and it says I am really diving but the DG looks almost correct. I decide to turn off the autopilot because it is not holding a point on the horizon as the DG slowly spins down. Well, an hour later I land at Concord and all is good. Had I been IFR I would have had my hands full because all you have left is the wet compass and the turn coordinator and that would be very hard. I have never lost a vacuum pump before so this flight was a real learning experience. That beer after I landed tasted real good. More on this flight at the breakfast safety meeting.

Russ Roe has volunteered to take over as the facilities director, thank you Russ. We need a secretary, Dan our past secretary had to resign due to a changing schedule. Dan, thank you for years of hard work. We hope see you back in our ranks again soon. So who is going to step up and help out for a year? The Board meets on the third Wed. of every month for only about two hours so the work load is not that great. Don't forget to bring a friend to the March dinner. Maybe they will want to join MDPA. Keep the blue side up!

Vince

February 2006 Spaghetti Dinner

Pat Miller was at the clubhouse all day cooking two huge pots of sauce. What a guy! Dave Evans came by to give him a hand and Vince and Dianne got the place ready to rumble! I got a plea to bring my big pot to cook the spaghetti; Pat figured about 15 minutes to get the water going. I got home at 5:30 and Kathy pushed me out the door with the pot, "It'll take at least 25 minutes to get the water boiling! Get going!" EEHAA, off like a shot! When I got there, Pat nonchalantly put the pot on the super burners that Pat Peters got. Remember, they're the ones he almost burned

the clubhouse down with!

Those suckers must put out 500,000 BTU's per minute!

Anyway, the water boiled in about 5 minutes, the pot didn't melt and the tag team of Pat, Dianne and me



scooped out the hot spaghetti one colander at a time. Everything went as planned. The food was great, Dianne had made biscotti and everything! Vince got Mike Bruno to come and demonstrate the Garmin 396. What a great little box! Everyone was suitably impressed. Everyone at our table

really tried to let Kathy know how much I needed a new GPS, actually, how much we BOTH needed a new GPS. But she wasn't buying it, at least not yet!

After dinner, everyone helped get things under control. John Potter got the garbage in the dumpster, and a load of leftovers to our adopted family (complete separation between the two tasks!). Dianne got the award of the night, cooking and much of the cleanup in the kitchen. And Pat, who was again responsible for a really wonderful dinner, got the chef of the month award. Thank you thank you thank you! Dianne, Vince, Pat and I closed the place down doing some planning on future trips, and another great dinner was in the record books. The bottom line? We made about \$350 dollars after expenses. I think John said that we were almost at the breakeven point for the year! Way to go everyone! Its corned beef and cabbage for St. Paddy's Day next month! See you there!

Richard.



### Too Daze Komputer Korner

Since some of our members may not be as conversant with computer technology as others, we will attempt to explore different aspects of using the computer for flying in this space. If your just getting started with using a web browser to explore the internet, there are several sites that can be useful and entertaining. One of my favorites sites is [www.avweb.com](http://www.avweb.com) (Notice how it is underlined. This does 2 things. First, it tells you that it's a web address. Second, if you were looking at this newsletter via a computer and not a hardcopy, you could actually click your mouse on that address and your web browser would go there automatically... Neat huh?) Avweb, is a news and information site for GA users. You can sign up for a twice a week email newsletter from them that has all the latest in GA news. There are columns, news, and links to all sorts of advertisers. Explore it.

Most active pilots are (or should be) members of AOPA. AOPA has a great website as well at [www.aopa.org](http://www.aopa.org). There is the generally available web site, but there is also a member's section that you can sign up for with your AOPA membership number. Inside of the Members Area you'll find information on flight planning, current weather, airport directories, aircraft valuation and your medical – including a section where you can pre-fill out your medical questionnaire and print it out to bring with you to your next physical. In future columns we'll explore some of these areas as well.

Some other websites we'll look at in the coming months, [www.weather.com](http://www.weather.com) , [www.airnav.com](http://www.airnav.com), and others. Steve.

## LOS BANOS FLYOUT SUNDAY 2-19-06

Sunday turned out to be somewhat cloudy, so I called Flight Service to get the lowdown. Seems like Los Banos was around 800 and 10, which wasn't bad until I checked the approach plate. The initial altitude was 4000' and icing started at the freezing level, at 3000'. Fagetabatit! Also, no one showed up! I called Pat Miller, and he was game to see if we could sneak into Lodi, it was 2000 and 10. Since CCR was at 3200 and 10 and improving, we always could execute the tried and true 180 and skedaddle home. While I was getting out the plane, Bob Weiss showed up and was game for the attempt to get some brunch (too late for breakfast and no fried chicken in Lodi!). So off we went into the wild blue, a little bumpy, but no problem. I even found the airport! (Lodi sometimes blends into the background.) As we were announcing our presence, a King Air let us know that he was ready to launch with skydivers! IFR skydivers? Anyway, we made a hasty straight in to Rwy 8 and watched him take off just as we shut down. Sure enough, as we were drinking our water/coffee, here they all come, must have been a dozen or so. No one was upside down, so they must have had gyros of some kind! Not even birds are that crazy! I guess you just sit there and let gravity have its way until you get through the clouds and hope you haven't strayed too far from your touchdown point. Not my cup of tea! Well, after two great BLT's and a chef's salad (that was the WHOLE table's, not just my lunch!), off we launched homeward bound with a slightly altered weight and balance. No problems, Bob flew most of the way and did a great job. The old Banana performed flawlessly, of course! So after what looked like two months getting skunked in a row, we had a great, if somewhat thinly participated in, flyout! Next month, Fried Chicken!  
Richard.



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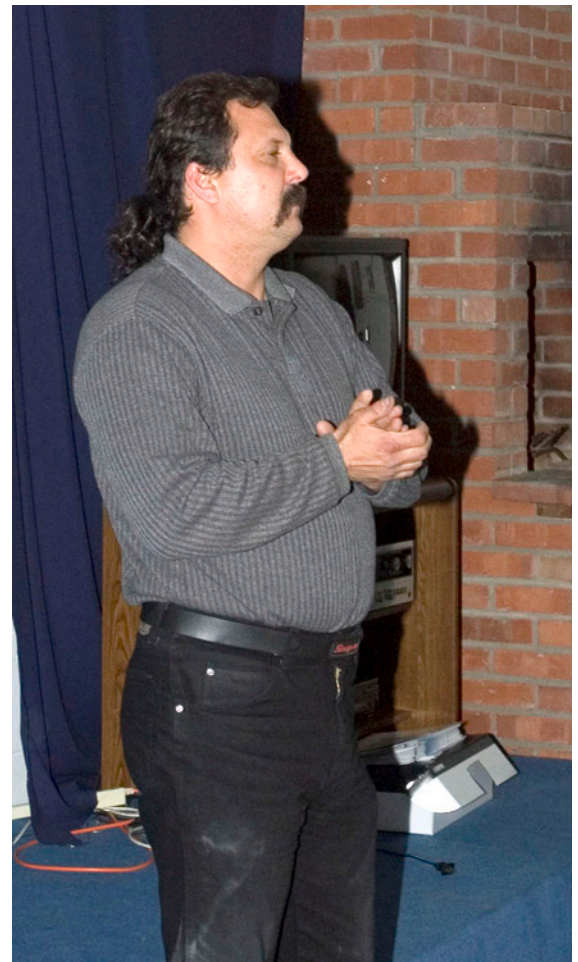
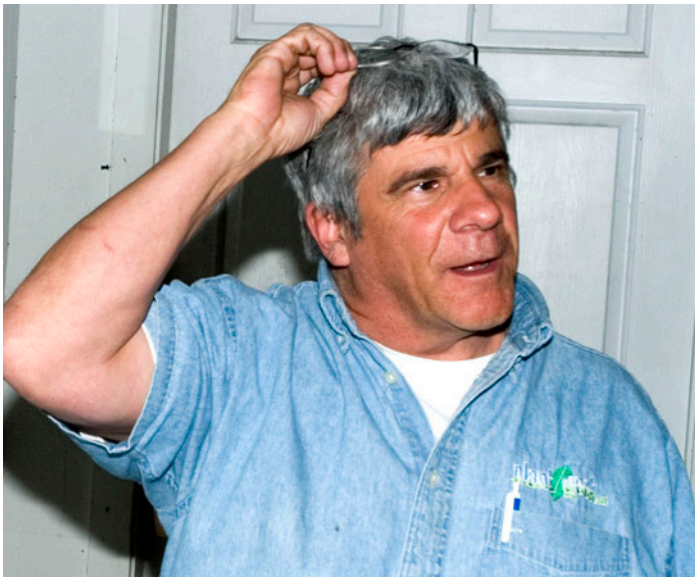


## Forced Landing-near Pulaski, Wisc. 8/25/73 An unplanned visit with a dairy farmer

Returning from the east coast with 3 children, we ran into headwinds westbound over Lake Michigan. The fuel burn/mile increased substantially and I did not have the presence of mind to turn around before we passed the point-of-no-return. One tank went dry and then, as I crossed the Wisconsin coast, the other tank showed alarming signs of being near empty. I was able to get below the ceiling through a hole and headed for a small airport about 12 miles inland, looking for possible places to land, if necessary. That tank went dry and the prop started to windmill. I had a long meadow in sight off my right wing and was at about 1500 feet agl. The kids prepared for a rough landing and put their heads in a pillow. I was able to line up for a downwind and made a normal power-off approach over power lines but set down a little hot. The meadow was slick with wet manure and had humps. There was no brake action but fortunately all of the cows were off to either side. The plane lifted off humps several times before finally settling down and I was able to alternately slide from side to side for the last hundred feet or so to a slow down before sliding gently slid into a small ditch. The tail went up and all was quiet. We scrambled out and I turned around to look. My 14 year old son who was in front seat, said in a knowledgeable fashion, ----"that was a s \_\_\_y landing." The airplane was covered with manure however that was not exactly my take on the landing---I was very grateful just to be down, safe and sound--it was a great landing! That was when I felt the trauma of the event. For a moment I felt like I was going to faint and I started a profuse sweat. After sodas and a little food from our kind hosts, Mr. and Mrs. Muck, I had a mechanic check out the engine, unloaded the airplane and put in some fuel. I flew it to the small airport barely 5 miles away and had it fully inspected. I flew the plane back to California where the owner had some cosmetic repair work done.

### Postscript:

My son read this story before I submitted it and he said it was a "crash landing." My response was that any landing where you can turn around and take off is a "forced landing." I guess it all depends. John Potter



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Blue Skies and Tailwinds to:

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Address Correction Requested