



MDPA news

May 2008 Concord, CA 925-685-7073 Volume 35 Issue 5

Meeting Notice

Date:	May 16th, 2008
Place:	OUR NEW CLUBHOUSE
Dinner:	6:30 PM
Program:	7:00 PM
Board Meeting:	N/A

MDPA SAFETY CLINIC-April '08

John Potter- - Moderator

This month's session led off with why I was not prepared. At daybreak this fine day my wife Jude roars into my basement office while I am trying to wake up with a "cup o' joe," and shrieks "flooding in the kitchen!" Lordie, you just don't say that to an ole submarine guy. Immediately -- "surface, surface, blow main ballast--all ahead full!" Oooogah, Oooogah! (submarine surfacing alarm). Oh well---I was then awake.

We first recounted the crash of the Boeing prototype B-17 (B299?) in 1938 on it's maiden take off. ---killing the very best pilots and crew the Army Air Corp. had. That killed a contract for production, but what saved the day was that a first of a kind check list, at least for the Army Air Corp, was developed. Subsequent flights of the few test prototypes contracted did indeed have a very successful series of flights and a follow-on contract lead to the largest fleet of bombers of one type built. Incredible, and all because the pilots did not remove the new fangled control lock that was also a first.

We went back, and with Dr Dick Rihn as a target, I challenged him on an earlier remark he had made about taking "no risk" when ice in der clouds. Well---he won of course, I am a diplomat. But the point was made, by one of the other pilots, John Leary maybe, that ice can be encountered without a cloud in the sky. Wow---under Dick's earlier remark, you would never get off the ground. So we agreed, it is not "no risk" rather but "calibrated risk" that we deal with in going into the sky, especially with clouds anywhere around. I was gutsy enough to declare that every pilot, no matter how skilled or rated, will at one time or another inadvertently, or otherwise, run into ice and that we had all better know how to deal with it.

We went on to "short field take-offs" and specifically something that I read that said, at the get-go put the control in your gut and keep it there until the mains come off the ground, then and only then back off gently to get airspeed. I have never been that aggressive. Others in the room declared that they were---so, I did not have it right all of these decades.

We wrapped up the session with an AOPA test on operations around non-towered airports. Now, that was revealing. So I did not pass the test, but the others did pretty well as a committee to get the right answers since I did not bring the "gouge" (answers).

Finally, Stewart Bowers commented about taxiing into "known propeller rock damage" in Baja. What was really interesting in this discussion was how far do you push it if you got a really big nick --- and you are far from civilization. Like Dick Rihn quipped, "the further out, the more acceptable the ding becomes." Stewart, realistically, used a file and flew the plane home. He did not sense any significant vibration change but was challenged with the variation of answers he got from the propeller experts about what he should have done and what he was to do to re qualify the aircraft as airworthy.

I was surprised that no one asked about the eye-catcher in the previous article --"We talked about panties in the field." Oh well, something to look forward to.

"Pilots teaching pilots, before, not after"



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**Articles and photographs for the
 newsletter should be e-mailed to**

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The First Dinner at the New Club House

The first dinner in our new clubhouse was a success. We had about 40 people show up for BBQ chicken, baked beans, salad and cake for dessert. Vince Siebern and a host of others did a fine job cooking the chicken. Lorraine provided the beans and salad, and then didn't show up for dinner! Diane Kennedy made two cakes that were great. Thank you all for your help.

We tried a new seating arrangement, two long rows of tables. This way no one has their back to the speaker. The room, although not completed yet, is big enough to hold all of us. Speaking of completing the room, we need some help to finish off the place. Can anyone tape and texture? How about plumbing a new sink and installing a new water heater? If you can help please call Pat Miller. We would like to have this done in the next couple of weeks.

We talked about MDPA's financial condition, MDPA trips and our upcoming safety meeting and breakfast on May 3rd. Pat will send an e-mail to everyone to let us know where to park our planes for the breakfast. Don't forget that at the breakfast you can purchase gas for "COST" from STERLING AVIATION if you attend the breakfast. We plan to charge \$20.00 for breakfast, just kidding!!

Tentative Trip Schedule for 2008

La Paz, Mexico - May 21-28
 (Contact Bill or Suzie Landstra)

Kenai, Alaska - July 27- August 10
 (Contact Richard Roberts)

Ashland, Oregon - September
 (Contact John or Bev Levy)

There still may be time to get in on one of these amazing trips. Contact the trip coordinator.

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.

Vince Siebern and John Levy



Andrea Achelis
and
George Ann Garms



With the new table arrangement at the new club house
no one will have their back to the speaker.... (just to each other!)





A new Student Pilot and her father getting encouragement from MDPA



Russ and Sherry Roe

Cheryl and John Summers, Patty Gilchrist, Bill Ludwig, and George Ann Garms



Pat Miller

George Ann Garms

John Potter



SAN JOAQUIN VALLEY CHAPTER OF "THE NINETY-NINES, INC."

(An Association of Women Pilots)

PRESENTS



FLYING COMPANION SEMINAR

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SATURDAY MAY 17TH, 2008

8:30 AM to 4:30 PM All Day!

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Andy McCarthy

633 Marcella St.

Livermore, Ca 94550

or

George Ann Garms 510-548-2264 gagarms@sbcglobal.net

Registration Deadline is May 9, 2008

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In Memoriam

It is with great sadness we report the death of David Cunningham on Friday 4/18 in a seaplane accident near Cherry Lake in the Sierra. His memorial service was at 11 AM on Saturday, May 3, in the chapel at Oakmont Memorial Park, 2099 Reliez Valley Road, Lafayette, CA 94549, 925-935-3311. Guests had the opportunity to briefly speak about Dave to those gathered. Following the chapel service and a grave side committal service, Dave's wife Kathleen Cunningham hosted a reception at her home 1556 Siskiyou Dr., Walnut Creek, CA 94598, 925-933-4558. Kathleen has expressed interest in talking to and hearing from those who knew Dave. Kathleen said that Dave would have liked contributions to a fund to train young pilots rather than flowers. This is being set up by Terry Campbell. Please await further word on this. Dave was an avid pilot, and members of MDPA, PASCO, and NCSA. Please remember him in your prayers.

If you have not paid your 2008 Dues, this will be your last copy of the Newsletter. Please join now!

Lets
celebrate!



Its
Cinco de
Mayo!



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Blue Skies and Tailwinds to:

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First Class Mail
Address Correction Requested