



MDPA news

July 2009 Concord, CA webmaster@mdpa.org Volume 37 Issue 7

Meeting Notice

Date:	July 17, 2009
Place:	MDPA Clubhouse
Dinner:	6:30 PM
Program:	7:00 PM
Board Meeting:	July 1, 2009

July 2009 Presidents Message

By Steve Kennedy

Wow, July already. Where has the year gone? Where I work, it's traditional at the mid year point to take stock of what's been accomplished, and what is yet to be done. Sort of a check on a waypoint to see if you're on course. We've had some great dinner's so far this year. And we've got some more great dinners planned. We've also had some great speakers. And again we have some more great speakers lined up for later this year as well.

We've had some setbacks. A couple of trips had to be cancelled due to lack of participation. But on the plus side, we've scheduled a trip to Soldiers Meadows for August that appears to have good participation. This may be a statement about the economy, or the mood of consumers, or, it may be the changing face of MDPA. Who knows. What is important, is that we recognize what's happened, and we adjust. And adjust we will. So..., What we need at this point in the year is YOUR input.

I want to know from you what's working? I want to know what's not working? What do you like about MDPA? What are you not so happy with? Please email me at sk3979@gmail.com with ANY comments. Tell me what you want to see MDPA do in the next 6 months? What do you expect from MDPA for your \$10 a month in dues? Have I, or the board, or MDPA done good things in the last 6 months? Have I, or the board, or MDPA really ticked you off in the last 6 months? Let me know. Please! Help me do the mid-year checkpoint. I can't promise, we'll act on every suggestion, but you know I will listen to you, and we will consider all suggestions, no matter how big or small.

In July (on the 17th) we will have our "Old Fashion Barbecue" hosted by Vince and Diane Siebern. We supply the hamburgers and hot dogs, and you guys supply the "Pot Luck" side dishes. Our speaker on that evening will be Egons Knets. He was born in Latvia, ended up in the USA in 1951 and learned English. He graduated from the University of Connecticut with a degree in philosophy and a 2nd Lt ROTC commission in the Air Force. He took USAF pilot training in T-37s and T-38s in 1965 and finally checked out in F-4s. He went to survival school in Reno, flew with TAC fighter squadrons in Thailand, Japan, and Korea, where they sat nuclear alert with a five minute launch requirement, took Sea Survival School in Homestead, Florida and then went to the Philippines for Jungle Survival School. (Eat your heart out, Richard!) He left active duty in 1971 and obtained his CFI through the GI bill. He worked as a flight instructor and charter pilot for Skyway at San Carlos then to Pacific States Aviation where he flew charters and was Part 141 chief flight instructor for Frank Bell. He finally joined the FAA in 1987 and worked in Geo and certificate management until he retired in 2008.

We have some great dinners and speakers lined up for the rest of the year, but we do have an opening in November. Anyone who is interested in hosting a dinner, please email me as well. November could have many different themes. Use your imagination. So put on your creative caps and let me know what kind of dinner you can put on during November.

Respectfully Steve.

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YOUNG EAGLE GOES ON TO A NAVAL CAREER 6/18/09

John Potter, USNA '58

I have been a representative for the US Naval Academy in the two counties where I live for 35 years and met a young woman at one of our entrance briefings on board the USS Hornet at Alameda in 2005. She was a freshman, clearly headed for success and we discussed her taking a Young Eagle Flight. Here is Kathleen Engle's side of the story. Mind you, this is a 15 year old girl who immediately went on to get her private ticket.



“On May 27, 2006 when I first climbed into a Lancair 235 during a young eagles flight I knew that my dream of flying and becoming a pilot was finally coming to fruition. After listening to the conversation between the tower and the pilot (Bob Belshe at CCR) I was mystified at all of the information that was being passed over the com. And when we took the active runway and I was lifted into the air for the first time in this little two seat, single engine plane feeling all of the turbulent bumps and flying over the Carquinez Straights, seeing the water, cars, and people below I never felt more exhilaration in my life! When I was allowed to take hold of the yoke and perform a couple turns and when I saw those white numbers when we came in to land; that feeling that all pilots know and understand gave me the drive to pursue my private pilots license. I had always been very interested in flying, but following that flight in 2006 I began bugging my parents' everyday to let me go for my license and finally on March 30,

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.

2008 I took off for the first time as pilot in command of a Piper Archer III. And on Monday March 23, 2009 I passed my check ride and became a licensed private pilot. But I know my training does not end there, I hope to continue on with civilian licenses and I also hope to become a fighter pilot in the US Marine Corps after graduating from the US Naval Academy.”

Postscript---she is now a Plebe at the Naval Academy in Annapolis, Md.

Her solo flight.

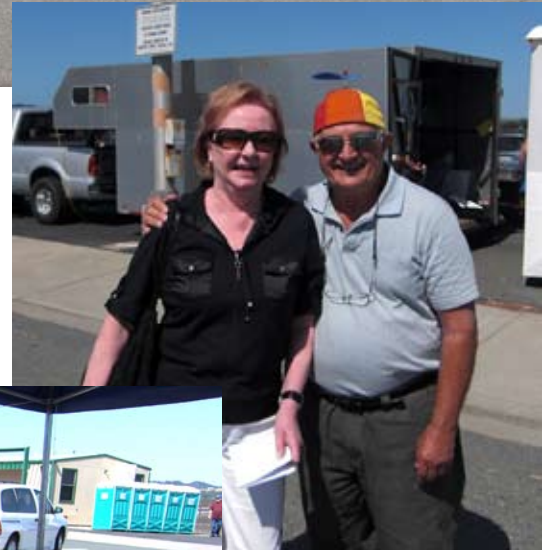


At the Fathers Day Airport Open House this is a beautiful example of a Classic. (The car is nice too!)





Some scenes from the Open House hosted by the 99'ers



Casino Night in the PSA Hanger

Betty Dunn and Jay McCartney try their hand at Craps.



Not all the fun was in the games. Pat Peters, Betty Dunn, Stuart and Joyce Bowers along with Bob Belshe enjoy the food.



Several hopefuls including Diane Siebern and Bob Evertt try their hand at poker.



The Roulette table is getting ready.





We had some great prizes for the winners.....

MDPA Safety Clinic Saturday, June 6/6/09
Moderator John Potter

Another great breakfast! Thanks to Maureen Bell on the ----- wait, Maureen was in charge! Steve Kennedy was on the bacon & sausage, John Levy on the “over easies,” Patrick Miller on his special pancakes and Vince Siebern giving instruction to John.

Got into a do-loop in preparing for this session thinking through the use of “Clinic” versus something else, like “Forum,” to describe what we do, pilots-teaching-pilots. Turns out we are OK with “Clinic.” “Forum” implies public debate. Clinic, the non-medical application, implies group analysis (remedial work in a special field) and that is what we do.

This session cleared up a lost item from the last month, freezing (ice) of trim tabs at altitude can be averted by using a little LPS-2. I had been using LPS 3 and it apparently had too much water content. One pilot told of a piece of masking tape post annual jamming in the cable system. Lucky outcome, but it took a BIG guy to overcome the resistance.

The main thrust of the session was an experiment. Hooked up to the internet we followed the audio presentation by Bob Martens, a specialist in aviation safety and retired Air Force pilot covering In-Flight Emergencies: Engine Failure (<http://pilotworkshop.com/audio>). It is a subject that never goes away, just ask Sean Tucker, the great Aerobatic Pilot. If we go into the 3rd dimension, gravity always works when propulsion fails and we had best be prepared. No one complained of 21 minutes of audio, I was surprised. We were able, in following the 8 or so bullets, to weave in the Air France Airbus 330 disaster, Scully’s success in the river, and testing how many of us knew our best glide airspeed, depending on people loading.

We capped off the day with an observation from a 12 year old treatise on being a pilot---his ending statement, “-----if I couldn’t be a pilot then I would have to go to work.”



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Blue Skies and Tailwinds to:

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