



MDPA news

Aug. 2009 Concord, CA webmaster@mdpa.org Volume 37 Issue 8

Meeting Notice

Date:	August 21, 2009
Place:	MDPA Clubhouse
Dinner:	6:30 PM
Program:	7:00 PM
Board Meeting:	Aug. 5, 2009

August's President's Message

By Steve Kennedy

August now! Wow! Who would have ever thought I would have made it this far as MDPA President without being impeached. Unbelievable! We've got some great things happening this month. This month's dinner is going to be a favorite with everyone. It'll be Lorraine and Leo Bartneck are doing their famous Korean Short Rib Barbecue. Last year people were talking about those short ribs for MONTHS. We also have the Soldiers Meadow trip on August 8th and 9th. On August 1st we had the monthly breakfast and safety meeting that was extremely well attended. All in all, August is shaping up to be pretty good month for MDPA.

As many of you have noticed and pointed out, MDPA is an ever evolving organization. It went from an organization that would meet at the water district offices, and occasionally have a dinner at a restaurant to a club that had it's own club house with tie down spaces and other amenities, to a club that now has a club house to have monthly scheduled events in. These changes have not gone unnoticed by the Board. Because of these changes, and the evolution of the club, we've been looking at ways to better serve the members. We should have some recommendations to bring before you guys before the end of the year. And you thought the board only sat around once a month and drank beers? As always, I'd love to hear your feedback.

Now it's my turn to ask something of you. Our November dinner meeting does not have a sponsor (i.e. cook) yet. If you have the time and the inclination, we'd love to try your meal. Call me, or send me an e-mail about that dinner. Come, on, you know you've been thinking of doing this for a long time, but wasn't quite sure how to do it. The club needs you. You can do it. ☺. Or, if doing a WHOLE dinner seem to daunting for you, and you can only contribute a salad, or a side dish, or just the main course, let me know as well. We can put together a team meal.

Now to something else I'll ask of you. It is not too early to think about officers for next year. We have a couple of board members that are terming out. We need to have new volunteers. Please let any board member, or me know if you'd be interested in being on the board next year. We'd love for you to participate.

EAA Airventure in Oshkosh has just finished up. So much for the recession, they've had some of the largest crowds ever in Oshkosh. I guess that means that the outlook for general aviation may be looking up. (Oh that is a terrible pun!) Seriously, things are starting to look a little better. Hopefully that means that more people will be flying. And those that do fly will be doing more of it. For some of us, flying is a vocation. For some an avocation. Whether you fly to make money, or make money to fly, I hope this means that all of us will be doing more of it. If you have some ideas for club trips during the rest of the year, let me know. We'd love to hear about day trips, week-end trips, or longer trips. Let us know.

Later in this newsletter, John Potter wrote a summary of July's breakfast and safety meeting. I want to thank Jon Verhoek and Stewart Bowers for volunteering to be the cooks. I can't thank them enough. It sounds like the breakfast went extremely well. And as usual the safety meeting was very informative and thought provoking. Nice job guys.

Respectfully, Steve

MDPA Mailing Address
PO Box 273073
Concord, CA 94520

MDPA Officers

President:

Steve Kennedy 925-370-0828
President@mdpa.org

VP Activities:

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

VP Programs:

Maureen Bell 925-381-7679
Programs@mdpa.org

VP Communications:

Lorraine Bartneck 925-383-8820
Communcations@mdpa.org

Treasurer/Membership:

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

Membership@mdpa.org

Facilities Manager

John Summers

Facilities@mdpa.org

Secretary:

Bev Levy 925-937-3444
Secretary@mdpa.org

Director at Large:

John Levy 925-937-3444
Atlarge@mdpa.org

Past President:

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

Aviation Advisory Committee

Russ Roe 925-228-0138

Safety/Maintenance:

Stewart Bowers 925-254-0804

Web / Newsletters :

Lorraine Bartneck 925-383-8820

Patrick Miller 925-685-3354

Dave Evans 925-300-6437

Webmaster@mdpa.org

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

Newsletter@mdpa.org

Up Coming Dinners

August – Korean Short Ribs – Lorraine & Leo Bartneck

September – Pat's Famous Chili – Pat Miller

October – Steve & Diane's Halloween Spectacular – Steve & Diane Kennedy

November – (YOUR NAME HERE)

December – MDPA –Holiday Party

National Aviation Day in United States

Quick Facts

National Aviation Day is observed in the United States on August 19 each year to celebrate the history and development of the aviation.

National Aviation Day 2009

Wednesday, August 19, 2009

National Aviation Day is observed in the United States on August 19 each year to celebrate the history and development of the aviation. It coincides with the birthday of Orville Wright who, together with his brother Wilbur, made significant contributions to powered flight.



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.



Diane Siebern and Diane Kennedy discussing dinner.



Diane Siebern flipping burgers!



John Potter, Maureen Bell, and Teeb Thomas waiting for dinner.



Bill Collins waits for a Strawberry Daiquiri from Vince Siebern.



Steve is talking with his hands again.



Vince is looking for strawberry seeds in his drink.



Egon Knets, our speaker for the evening tells us all about his experiences in Viet Nam.



Egon showing us some of his memorabilia.

Bob Belshe talks with Egon.



Everyone pays for dinner, even the cook.



There was a full house for Breakfast on August 1.

John Potter, our safety moderator.




Another great breakfast! Thanks to spontaneous volunteers Stewart [Bowers](#) and John [Verhoek](#). Those were some of the best instant pancakes I have ever had (I always use that mix!) AND, the eggs-over-easy were "perfecto!"


The main thrust of the session was another experiment, which failed, in spite of young Byron Stewart's efforts to be a technical hero and make the TV hookup work for a video. (Maybe the clubhouse TV is toast.)


Jim Clarke had a DVD on a cowboy landing by a scheduled airline light twin pilot. It was a scary and unorthodox landing that any commercial pilot should get canned for doing. That doesn't mean that many of us had not done the same thing, a below pattern entry and tight turns to "plop on," but the consensus was that it was not smart since you don't have options if something goes wrong.


We were able to hook up to the internet for the audio presentation by Bob Martens talking to Wally Moran, an airline gent & instructor of 46 years, covering Landings. Practice "on speed/on spot" means you'll be ready one day when there is no other option, it WILL BE a short field landing. Bob Belshe gave me an article on a pro making a wheels-up landing. He got distracted on the GUMP routine. We all have variants on GUMP, but ----gotta do it. Can you use full flaps in a slip to a landing in your aircraft? Some aircraft POMs say no. We ought to think through having noise canceling headgear and whether we can hear the gear-up alarm through them. We also discussed the "not being established and set up correctly, go around" scenario. For me, it was recent and my wife slugged me and made inappropriate comments. She was right, I had made a horrible landing and had violated a cardinal rule on strong cross wind operations --- failed to get the upwind wheel to touch down first when coming out of a slip. I had run out of rudder and my leg was quivering. Bottom line, if it don't feel right, don't do it!

We capped off the day with a discussion of the NTSB's assessment of the Steve Fossett accident --- they concluded a downdraft. Hard to believe that he didn't have an out, if he could see where he was going. Very nimble aircraft and very accomplished pilot.



Moments in Aviation
Brought to you by Sterling Aviation 

1900 

1911  In August 1911, Harriet Quimby became the first woman in America to get a pilot's license.

1927 August 1927, the Cessna All Purpose took off and Clyde Cessna's Cantilever design has been the standard since.

1969  In 1969... The biggest helicopter ever built, the Soviet Mil V-12 secures an unbeaten world lifting record for rotary-winged aircraft by carrying 40,205.5 kg (88,636 lb.) to a height of 2,255 m (7,400 ft.).

1975

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***After Oshkosh,
stop by to swap
stories and let
us take care of
you aviation
needs!***



Pacific States Aviator
51 John Glenn Dr
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(925) 685-4400
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Mt. Diablo Pilots Association
PO Box 273073
Concord, CA 94520

Blue Skies and Tailwinds to:

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