



# MDPA news

May 2010 Concord, CA webmaster@mdpa.org Volume 38 Issue 5

## Meeting Notice

Date: May 21, 2010  
Place: MDPA Clubhouse  
Dinner: 6:30 PM  
Program: 7:00 PM  
Board Meeting: May 5, 2010

## **May 2010 Presidents Message**

Steve Kennedy

Hopefully all those April showers are gone. And, as we all know, that means now comes May allergies..er I mean flowers. Speaking of allergies, in my experience, I've found that you very rarely find high pollen levels above 2500' AGL. Ahhhh another good reason to fly. As if we all need a reason to fly, right?

It's been an active month, and it promises to continue well into the summer. In April we had a fantastic Italian lasagna dinner, with a speaker from the FAA FAST Team, Jim Casper. We helped to sponsor the FAA Fast teams stand down safety presentations held in the PSA hanger. Then we had our MDPA fly out at Harris Ranch. Now in May, we had a great breakfast with a safety presentation by one of the newest FAA Safety Team, Herbert Cole. MDPA is committed to work EAA this year and we're looking for MDPA volunteers to help with flying and support for the Young Eagles program on National Learn to Fly day, May 15th. Please volunteer if you can. Also on May 20th, Buchanan Airport management is having their tenant appreciating BBQ. As members of MDPA we are all invited. I've emailed out the invitation to all members if you'd like to attend. Then later in May on the 21st, we'll have our Greek dinner put on by the Peters family. Our speaker that evening will be a well respected author, Shawna Kelly, who has written a book about the early Hollywood aviators. In June, right after our monthly breakfast, Bob Weiss has scheduled a trip to Watts-Woodland airport. This airport is one of the oldest privately owned, public use airports in the county. The owner will have a presentation for us. Wow, that is quite a bit of activity for a couple of months. Who says MDPA is not active. We may even get to do some flying. This looks to be a very active summer.

Since we are just getting into the summer months, this may seem a little early, but I do need to remind everyone that we need to get some new Board members for next year. As you know, we have a term limit clause in our by-laws. I will term out as President, Maureen Bell will term out as VP for Speakers, John Summers will term out as Facilities Manager. We need YOU to volunteer to take a board positions. We all benefit from the club, so why not give a little back and take an office. Contact me or any board member if you're willing make MDPA a better club.

While we're talking about MDPA activities, one of the items we talked about in this year's membership survey was logo wear. Almost all respondents said they would purchase articles of clothing with the MDPA logo on it. In order for us to get some volume discounts on items, we need to get some idea how much of what we want to order. Then we can get some prices on them. I will be sending out an email asking for you to "pre-order" what types of clothing you'd like and in what sizes. Be on the lookout for it.

Until next month,  
respectfully,  
Steve

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Articles and photographs for the  
newsletter should be e-mailed to  
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## 2010 Dinner Schedule

May - Greek Dinner -

The Peters Family

June - TBD - Kim & Herb Cole

July - Old Fashioned BBQ -

Diane & Vince Siebern

August - *You Decide - Your Name Here*

September - Chili - Pat Miller

October - Oktoberfest - Kim & Herb  
Cole

November - Taco Bar - Group Effort  
*-(Volunteers Needed)*

December - Christmas Party - Potluck  
Side, MDPA Main Course

## 2010 Proposed Trips

June 5: Watts-Woodland. Follows monthly  
safety breakfast

July: San Diego for Golf and Giants-Padres  
baseball game

September: Trip to Sedona AZ. Thursday  
through Sunday

### 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.



TheLittle Man reading over Steve's shoulder



FAA Fast Team Glenn Diefenderfer



Speaker Jim Casper



Vince and Diane  
Siebern, Pat Peters,  
Richard Roberts



Steve and Diane  
Kennedy

Lunch at Harris Ranch





Harris Ranch



## A VISIT TO “RECURRENT TRAINING CENTER”

Or

### How to get to know your Computer

by Brian Enbom

Since Joe Chagas instructed me in multi-engine aircraft in 1990, and I purchased our 310 in 1991, I have continued flying about 3 times a month on average for business and pleasure. After 19 years of this, and a semi-retirement, I no longer fly for business. Trips now involve flying Diane to Disneyland or up to Portland to visit the kids

The hours spent behind the dual throttles have diminished, as has my confidence in handling emergencies and instrument approaches, and since we are planning a cross country trip in May, I was concerned about our safety. I read of RECURRENT TRAINING CENTER in my Twin Cessna Flyer Magazine and gave them a call. The purpose of this article is to relay the experience that I had in attending this establishment and the outcome.

We all have heard of FLIGHT SAFETY and its costs as well as its attitude. I was looking for something less expensive and friendlier. I found it. RTC is run as my business is run; that is as a family business.

Because I had so much time in my 310, RTC allowed me to bypass the initial training course which is 3 ½ days and take the recurrency course that takes 2 ½ days. Cost was \$1,599, plus hotel and airfare to Champaign, IL (Home of the fighting Illini's). American Airlines took me there and back for \$430. The Hawthorn Suites room was about \$100 a night including a full breakfast (with omlettes).

RTC was founded over 20 years ago by John Killeen. John does the video training programs and he sure looks different now vs. the computer videos!! (As do we all!!) John was a controller and a pilot and decided to start this business to better train pilots, and he has accomplished his mission. In the 2 ½ full days of training, I had 10 hours of SIM time. Two flights of 2 hours a day and then a final flight.

For those of us who have not had any SIM time, these pieces of equipment are AMAZNG. The units that they have are not full motion, but really are best not to be. The purpose of the SIM is to sharpen your scan skills and recognize events as soon as possible after they happen. The SIM's do have aural keys as to engine noise, but the noise does not increase if you are in a dive. This makes the scan and interpretation of the instruments most important. The SIM does not clone turbulence, but the SIM instructor does. The action of the yoke in controlling the aircraft in climb, descent and bank does not feel exactly like an aircraft thus you have to get used to it as well as the trimming of the SIM. All of these issues make the scan of the instruments more important than normal.

The SIM flights start off with familiarization of normal flight; take off, landing, standard rate and steep turns, climbing and descending turns, stalls and VMC demonstrations. Needless to say, controlling attitude and altitude and airspeed is very difficult. (No crashes yet!!) The second SIM flight practices holds, intercepts and approaches including DME arcs. (No crashes yet!!)

The first session of day two involved more instrument flight, procedure turns, gear failures, engine oil failures, engine failures, fuel pump failures, all while shooting approaches, holds or enroute. Some failures do not require the feathering of a prop depending on the phase of flight. That was a good review so you automatically don't just feather a prop. (No crashes yet!!)

The second session of day two involved more instrument flight with intersection holds and approaches, flight instrument failures. AH failure, vacuum pump failures and pitot static failures. (Two crashes!!)

The final SIM session on the last half day experiences unanticipated missed approaches, cleared for approaches way too high at the outer marker and an incipient engine failure on short final. This phase of training works with the mental side of the flight, as in communication with controllers and what can they do to help you.

After the course was completed, I feel much more confident in my flying abilities to recognize potential problems and deal with them in a more professional yet aggressive manner. Other students also commented on the difficulty level of flying the SIM vs. a normal aircraft. Some pilots get the feel quicker than others, but the reality is the experience makes you a better pilot with a better scan.

As a side note, the SIM's are equipped either with KLN-94 GPS' or Garmin 430's. The course helps you better manage the options available with either of these radios. (Which are numerous.)

After the course was completed, by going on line to [www.FAA.gov](http://www.FAA.gov) and under the wings program, completing a Flight Review Prep Guide" course, the time spent at RTC gives you a current Instrument Competency Check and a valid current BFR, plus points in the Wings program. Notice is also sent to your insurance company of your completion of the course.

All in all it was definitely a worthwhile experience. You can visit their website at: [www.rtcpilot.com](http://www.rtcpilot.com).





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Blue Skies and Tailwinds to:

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First Class Mail  
Address Correction Requested