



MDPA news

August 2010 Concord, CA webmaster@mdpa.org Volume 38 Issue 8

Meeting Notice

Date:	August 20, 2010
Place:	MDPA Clubhouse
Dinner:	6:30 PM
Program:	7:00 PM
Board Meeting:	August 4, 2010

August 2010 Presidents Message **Steve Kennedy**

So where's the heat? Here we are in August and the temperatures have barely been into the 80's (that's about 27° C on a METAR). There is night and morning fog. Well, I guess all the more of an argument for an instrument rating. Even with the weather being weird, we've been doing quite a bit here at MDPA. In July we had a great BBQ hosted by Diane and Vince Siebern. It was great. After the dinner, we had a movie for those who were up to staying late. We saw the Howard Hughes story, "The Aviator". I think everyone enjoyed themselves.

For August, John and Cheryl Summers will be our hosts. In honor of the EAA Air Adventure being held in July in Oshkosh, we're going to have brats, Wisconsin style (marinated in beer before being put on the BBQ). John also tells me that we're going to have hot dogs for those who aren't into bratwursts. And of course, what would bratwursts be without sauerkraut? There will also be salad and fruit salad to round out this Midwestern tradition. We also have a special speaker for that evening. We have a pilot from the CHP to talk about what it's like to fly the highways of California. What a great summer we have going on.

We've had some great breakfasts as well. The safety meetings have become a great way to share information. Several times in the last couple of months we've upgraded our usual pancakes to "blueberry pancakes". Mmmm mmmm good. If your one of those members who uses their membership just for the fuel discounts, why don't you try coming to a breakfast or dinner. The breakfast only costs \$5 and the dinners only cost \$15. This has got to be one of the best bargains around. The safety meetings are a way pilots can share information with each other without any finger pointing, or recriminations. If you've never been to one, why not try it?

So, as we look at our summer, we also have autumn just on the horizon. In September, our VP of Activities, Vince Siebern is planning a trip to Sedona, AZ. Sedona is a great place for shopping, arts, crafts, galleries, and it's also supposed to be very spiritual. The airport sits on a bluff, and the area is very scenic. Vince is planning to leave about September 9th. Look at the web site (www.mdps.org) for more information. If you think you might be interested in this trip contact Vince at tydow@verizon.net.

Wow, do you think we have enough going on here? Well, if there is more you'd like to do, why don't you let us know? As I've said before, you can contact any member of the board with questions or suggestions. We want to be a club that fits your needs. If it's not meeting your needs or you think it could be better, we want your ideas.

Until Next Month,

Respectfully,

Steve

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2010 Dinner Schedule

August - Oshkosh Brats -

John & Cheryl Summers

September - Chili - Pat Miller

October - Oktoberfest - Kim & Herb
Cole

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

December - Christmas Party - MDPA
Main Course, Potluck Side and the
infamous MDPA Gift Exchange

2010 Proposed Trips

September: Trip to Sedona AZ. Thursday
through Sunday

October: Trip to Sun River Oregon. Weekend
for hiking and golf

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.



The Little Man and the menu



Good Food



Dick Rihn and Ken Witham in the food line



Double vision - Patty Gilchrist
and her twin sister, Diane Siebern,
Knute Fisher



John and Cheryl Summers



John and Jude Potter



Dan and Jody Sorkin



Ken Witham, Bill Collins and others watching the grill



Maureen's grandson



The Movie

MDPA Breakfast and Safety Clinic

John Potter, Moderator

Saturday, 8/8/10

What a fine breakfast, Steve Kennedy on the meat grill, John Summers on the egg grill (not ONE broken yolk!) and ----I could not believe my eyes----our very own Maureen Bell flipping pancakes! Thanks to each one of you. Must be good food, we had a team from PSA getting breakfast and even a few from Sterling. Must be the right price!

We got the Safety Clinic off on a good start, “Bird Ingestion” with the bird winning. So what was the point? A bird shuts down the thrust machine just as you lift off-----eh? As Bob Weiss *professorially* said, a chance to watch and hear the pattern of a trained pilot address the problem with a mental checklist up until the gig was over and he had to punch out. The F-xx pilot got the nose down, turned away from people and tried a restart --- all the while, and this was Bob’s point---flying the airplane. So, training for the unthinkable, that is what we must do to be ready when the fire goes out. Do you think to yourself as the throttle goes forward, “----so, what do I do if---and where do I go?” Think 19R. You can ALWAYS ask for another runway! No joke.

Then we launched into the topic of CO and CO₂. CO, suffocating on a cellular level---how does that sound? Of course you know the symptoms, don’t you? (take the AOPA test and find out.) Highlights were, CO is generated not only at cruise but in particular during taxiing in humungous quantities. Rarely is it from a cracked muffler but it can enter through the firewall and/or the tail cone and any open vent with the right crosswind. Are those CO/CO₂ patches worth anything? Probably not----too late. What about a household alarm? No---not sensitive enough.

Last was a discussion on the “Go-Around.” Of course there is the always-preached procedure “**power, pitch, cleanup.**” Note that “communications” is explicitly not there. How about in the event of a prop strike? Think about it, why in the world would you try a go-around when the bird is now very sick? How about the guy who tried to taxi away from his gear-up landing.



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Blue Skies and Tailwinds to:

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First Class Mail
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