



MDPA News

Mount Diablo Pilots Association
Buchanan Field, Concord, California

June 2014 webmaster@mdpa.org Volume 43 Issue 6

Contents – June 2014

May Breakfast and Safety Meeting

May Meeting and Dinner

May Fly Out to Boonville

MDPA Safety Forum, Saturday, 3 May 2014

BREAKFAST

John Potter

The breakfast was our standard fare prepared by a team of 3 new members and 2 old hands, all of them buzzing round starting at 0800 to prepare for serving at 0900. The one big change was that we were actually able to pull off doing "egg-to-order," the first successful serving since buying the small portable range 5 months ago. It was largely successful because our specialty cook, Pattie Krebs, was fully prepared, even bringing her own gear to make sure it went well-----and it did! I even heard that at one point she, or someone under her instruction, was flipping the over-easy eggs in the air to get the "over" part right, and without breaking the yolks! Way back when we started this breakfast operation with our first clubhouse, 1995 as I recall, Richard Roberts was the celebrity cook and was know to never break a yolk---well ---- that's a stretch.

SAFETY FORUM

We had a very special opportunity to get a Power Point Presentation that covered three events where the Moderator, Franz Krispel, was actually piloting when the aircraft had partial or total engine failure. He owned each one of the aircraft at the time and had some lessons-learned bullets that are worthy of capturing and thinking about a little more thoroughly.

Franz Krispel

Loss of Engine - Cessna 210

What to learn:

1. Do not accommodate passenger if its against your grain
2. If flying low.... have the gear out
3. 2000 feet gives you only 2 Minutes
4. Full hull insurance does NOT cover engine failure
5. If plane would have burned insurance would covered all
6. Long term: insurance problems due to loss

(JP Comment: In the case of the C-210, Franz told us that an instructor along for the ride pressured him to fly at a lower altitude than he normally does as he approached his destination. His normal routine is to "make altitude his friend" because it is never sure that all will be well-----as demonstrated in this case where the engine gave no advance indications of imminent failure.)

Loss of Engine - Cessna 195

Lessons learned :

- Drain fuel ALL the time even if "never anything found"
- If parked "slanted" drain, turn airplane 180 deg drain again
- ROCK the wings, wait and drain again
- Rock the wings and drain again

Standard placard in my C 150 (which I never look at above right side door) requires "rocking" wings after wet conditions or condensation due to night temperature drop (which happened by parking at KO22 in September)

(JP Comment: The problem was apparently long term since the aircraft had crashed in 1982 on loss of power due to fuel starvation. When Franz bought the airplane the cause was not ascertained until he himself had a loss of power when the aircraft was taking off (climb angle). It was determined that the fuel bladders had age related recesses that trapped fluids, and in this case it was water.)

DISCUSSION ITEMS

John Potter

Pilot Safety Institute

Recent FAA Safety Team sessions are being initiated in California by an organization operating out of San Diego titled the "Pilot Safety Institute." It was noted that this effort is covering only California and is an independent effort on the part of an individual by the name of Gary Reeves*. I talked to Gary on the telephone to try to get some idea of the sponsors and history of the institute since the website offered no information. He told me that he had fronted the funds to start the institute with the belief that such an effort would result in a meaningful reduction in accidents.

*Gary Reeves, ATP, Master CFI, CFII, MEI

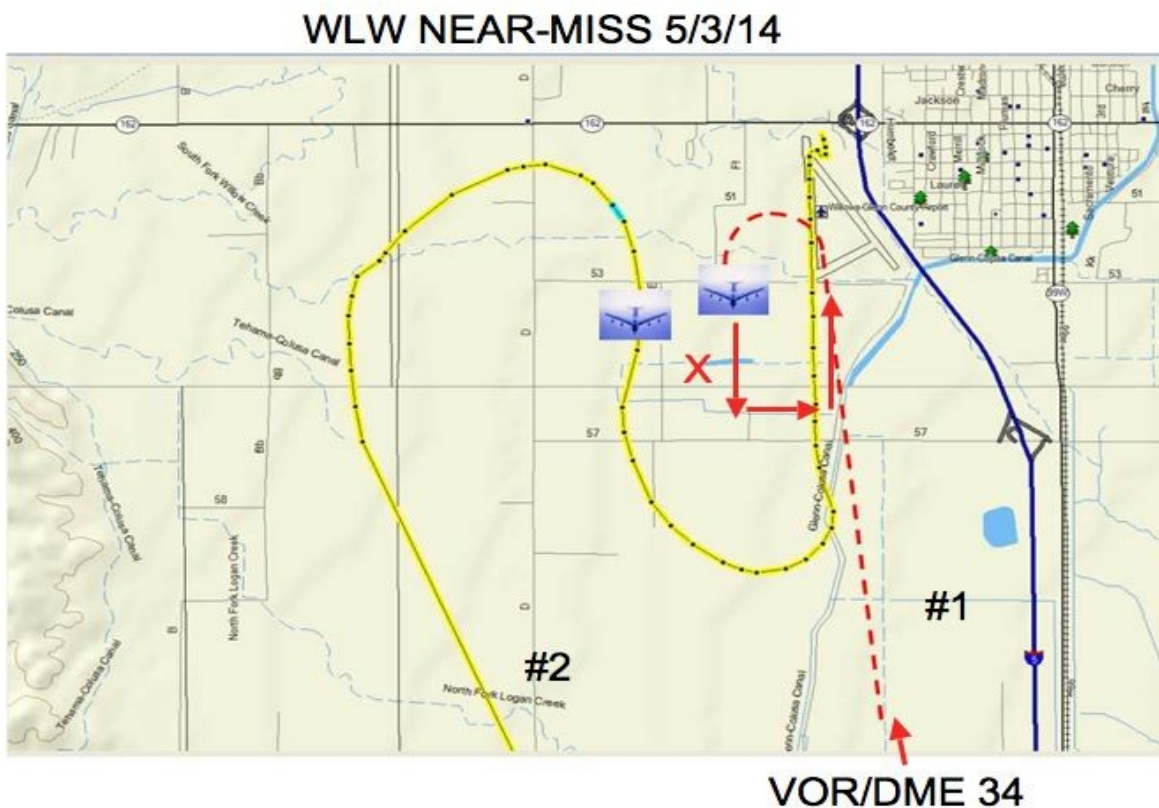
Gary Reeves, is one of only a few Master Instructors in California and is the 2014 Flight Instructor and FFAST Member of the Year for the Long Beach FSDO. As an ATP with over 5000 hours he is a true expert on Night flight.

Near Miss at Willows

Two aircraft arriving on the WLW 34 downwind concurrently on the fly-out was discussed along with a plot of the tracks of each. Aircraft 1 was on an instrument approach and Aircraft 2 was on a conventional entry to downwind. Each pilot discussed their decision-making and how last minute "see-and-avoid" at X clearly led to a collision being avoided. CPA about 150 feet. Both pilots recognized that there were lessons for each on being alert and things that they could have done to have avoided this "too close for comfort" event.

Watch this Pilot's Workshop video for a review of non-towered airport operations. It talks about straight-in approaches and patterns.

<http://pilotworkshop.com/airmanship/video>



Communications : The idea of maintaining some form of contact with a ground based radar tracking facility was reviewed in the context of operating out of such a place at the non-towered Rio Vista Airport where the Travis OPCON concurrently has large military aircraft operating in the area was discussed. The take-away was that it is always prudent to be talking to someone, namely a radar facility or tower.

MDPA Meeting and Dinner, 16 May 2014

The May dinner was hosted by Elaine Yeary and dinner included BBQ Beef, Beans, Potato Salad, Green Salad, Bread, Angel Food Cake with Strawberries & Ice Cream & Maureen's Cheesecakes.

Our speaker was aviation historian and photographer William T Larkins. His presentation was about what happened to all of surplus aircraft of WWII.







FLYOUT TO BOONVILLE MAY 3, 2014

I love flying to Boonville! Great little town with a lot of history and even its own folk language - Boontling! It would have taken us about 2.5 hours to get there by car and it only took as about 40 minutes to fly.

Boonville was founded by John Burgots in 1862. The place was originally called The Corners. Burgots built a hotel, and in 1864 Alonzo Kendall built another hotel. The town became known as Kendall's City. W.W. Boone bought a store in town and gave the place its current name.

Bottles from the local Anderson Valley Brewing Company are labeled with the motto "Bahl Hornin'" which means "It's good drinkin'" in Boontling. I bought a bottle at one of the local stores on the way back to the airport – great ale, smooth taste, very refreshing ☺



Everyone had a great flight, it was a little windy with gusts but nothing to worry about.





All pilots followed the traffic pattern suggested at the briefing - military type entry when you fly right over the top of the airport and you announce yourself above the active runway at pattern altitude (1,165 ft) and start making right turns around to land. There are no taxiways, so everybody had to land, stop, turn around, taxi back to parking.





Norcal controller was wondering what was going on in Boonville because there were 7 aircraft going in that direction at the same time. He said there are usually only 1-2 flights a week to that airport 😊 We said we were just going to have lunch 😊 We did not know that there was a Beer Festival that weekend in Boonville. Those colorful spots are tents and RVs of those who drove in to celebrate 😊 I am glad we did not tell that controller about that festival and that we would have needed some “extra” flight following back to Concord later that afternoon. 😊





Here is a picture of John Potter's Commander. Here is always the last one to flyin because he is the one locking up the clubhouse and making sure it is in perfect condition after our breakfast. Thank you, John!



By the way, we had a great turn out at Breakfast and Safety Meeting was very informational – thank you, Franz!



The weather was perfect, we had a pleasant walk (about a mile) to the Buckhorn Restaurant on Highway 128. Everyone enjoyed their lunch outside at a downstairs patio.





On the way back the guys were able to hop on a bus that took them to the airport. The driver was reluctant at first – and said he does not give free rides (I guess many drunk and merry people were asking him for a ride) so everyone agreed to pay, happily arrived at the airport and departed runway 31.





Looking forward to our next great Flyout!

Natasha



The Mount Diablo Pilots Association is a non-profit organization based at Buchanan Field in Concord, California (KCCR)

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 MDPA clubhouse is located at 200 Sally Ride Drive in Concord, California,
do not send mail to the clubhouse address use the USPS address instead:**

**Mount Diablo Pilots Association
P.O. Box 6632
Concord, CA 94524
www.mdpa.org**