



MDPA News

Mount Diablo Pilots Association
Buchanan Field, Concord, California

July 2014 activities@mdpa.org

Volume 43 Issue 7

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MDPA Safety Forum, Saturday, 7, June 2014

BREAKFAST

John Potter

By golly----that was a truly terrific breakfast, and I had nothing to do with it! Not only eggs-to-order, but omelets by a gent who knew what he was doing, new member Scott Davis. Steve Kennedy took my Head Cook job and I had a day off. Thanks Steve!

SAFETY FORUM

After an introductory bio, new MDPA member David Caruso led our June safety forum citing a pair of incidences from his 48 year career as a GA/Air Force/Airline pilot.

David Caruso

David first recalled an approach to OAK runway 29 at night in a B-727. He explained how his own complacency led to a gross over-assumption of a co-pilot's competence. He tied this into the lessons learned last month from Franz Krispel's engine failure scenario.

Another story cited a "book smart" Air Force pilot fixating on an incorrect interpretation of an altitude warning horn in a C-141; and how this could have led to a gear up landing

at Travis AFB. David illustrated that "aeronautical knowledge" and "judgment" -- both pillars of safety -- can sometimes become unbalanced.

Comment: After dealing with his vision of a good pilot being "Sky King" of yesteryear, Dave wrapped up with the old mantra of 3 items when in stress, in order:

Aviate
Navigate
Communicate



DISCUSSION ITEMS

Prop Balancing

A survey was done to see if there was any interest in a group prop balancing arrangement, as we have done in the distant past. There was no interest. (I suspect it was obvious that anyone who stuck their hand up was going to be the gent in charge of making it happen!)

ADDS

It was noted that the often referred to use of the Aviation Digital Data Service (ADDS) of the Aviation Weather Center is not accepted as a proper weather briefing for a flight according to the FAA. ADDS is "experimental" at this time, but it is indeed a slick system for getting weather!

"ICON"

It was announced that the ICON Aircraft Company has established a factory at the Nut Tree Airport for its amphibious LSA.

ECA

This VOR is being considered for being disestablished by the FAA and comments are being solicited.

MDPA FLYOUT TO PETALUMA MUNICIPAL AIRPORT 069

JUNE 7, 2014

Despite of the fact that Petaluma airport is just a short distance from CCR – 30.5 NM, we had a great turnout at our flyout. 11 people in 6 aircrafts - our regular crew. Our new member, Andrey Tkachuk joined us for the flight. Hopefully he enjoyed his first MDPA Flyout and will fly with us again soon.



We departed shortly after the flight briefing and some “hangar talk” while watching Ultralight and a Volksplane parked by the clubhouse. I have not seen Ultralights at our airport before and it was also nice to check out that bright yellow “toy” – Volksplane that flew later to Sonoma Park for EAA’s barbeque.

Volksplane is an all-wood, strut-braced, open-cockpit, single-seat, low-wing aircraft designed for amateur construction. It was designed specifically to utilize a modified VW Type 1 automotive engine from the VW Beetle. The fuselage is built in a warren truss arrangement where the exterior plywood takes the diagonal stress loads, therefore eliminating the diagonal members to maintain simplicity. The vertical and upright members are staggered to keep the joints as simple as possible. The wing is of a forward and aft blank spar design which uses stack-cut plywood ribs of equal size in order to keep construction time down. The ailerons are hinged directly behind the aft spar. For simplicity no flaps are provided. The wings and tail surfaces are fabric covered. Because the design lacks aerodynamic refinement it requires more power than most aircraft its weight to fly.





The flight was smooth and winds were calm. The weather was perfect for this short flight.



Runway 29 was in use. We came on the 45 to downwind. Traffic was light and the landing was smooth. There were 2 Yak aircraft parked by the restaurant. I was going to take a picture of them but was distracted by another one that we saw while walking from our parking spot to the restaurant.

Here it is - Chinese Nanchang CJ6.



The Nanchang CJ-6 is an aircraft designed and built in China for use by the People's Liberation Army Air Force (PLAAF) as a basic trainer.

The CJ-6 is an all-original Chinese design that is commonly mistaken

for a Yak 18A. Its predecessor, the Nanchang CJ-5, was a license-built version of the Yak-18.

One thing to note is that the Nanchang CJ-6 makes extensive use of pneumatics to control the gear and flap extension/retraction, operate the brakes, and start the engine. An engine-driven air pump recharges the system; however, if air pressure is too low to start the engine then the onboard air tank can be recharged by an external source. If an external source is not available then the engine can be started by hand swinging the propeller.



The owner of Two Niner Diner came out to greet us and chat for a little bit seeing as we were one noticeable giggling crowd, attracting everyone's attention. He took over the restaurant after his daughter and made sure we received the best service and were happy with our food. We were able to order a Cobb Salad that was not offered on the menu – the chef did a great job on that one. And look at this delicious burger! 😊



Overall, the food was great, service was a little slow as a lot of servers were in training, but we enjoyed our lunch. It was fun – I even took a picture with the pilots of those 2 Yaks on their way out of the restaurant.



Here is our crew – all happy and ready to fly home



Petaluma Municipal Airport – departed Runway 29, headed towards CCR.



Looking forward to our next Flyout!

Natasha

"When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return."

MDPA Meeting and Dinner, Friday, June 20 2014

Our speaker was Mai Maheigan from the Gulf of the Farallones National Marine Sanctuary in San Francisco. She made a presentation about local marine wildlife, including the history and biology of seabird species, as well as current conservation efforts. Her presentation was oriented toward pilots and has been made to many pilot groups including the EAA at Buchanan.



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of National Marine Sanctuaries
1305 East-West Highway
Silver Spring, Maryland 20910

April 4, 2014

Dear Aviation Community Member,

When Gulf of the Farallones and Monterey Bay National Marine Sanctuaries were designated (1981 and 1992, respectively), a federal regulation by the National Oceanic and Atmospheric Administration (NOAA) was implemented to protect seabird colonies and marine mammal rookeries from aircraft disturbance. These regulations prohibit motorized flights below 1,000 feet AGL within specific zones of the sanctuaries; however the overflight prohibition zones were not depicted on aeronautical charts prior to 2012.

After extensive discussions between NOAA and Federal Aviation Administration (FAA) officials, NOAA agreed in 2010 to change the wording of the regulations to clarify that the 1,000-foot delineation is an altitude disturbance threshold for federally protected marine mammals and seabirds – not an FAA airspace restriction. In other words, flying below 1,000 feet AGL in any sanctuary overflight prohibition zone triggers a natural resource violation – not a flight rule violation.

In response to NOAA's regulatory changes (finalized in February 2012), the FAA updated the Los Angeles and San Francisco sectional and terminal area charts to advise pilots of NOAA's regulations and to accurately display sanctuary overflight prohibition zones along the coast. Now that the aeronautical charts accurately reflect NOAA's regulations, pilots will be held more accountable for complying with NOAA's federal overflight regulations. Below are examples of the language depicted on the updated aeronautical charts.



NOAA has a web page on the Office of National Marine Sanctuaries' web site that describes the changes to several west coast sectional and terminal area charts. For a description of chart changes and the reasons behind them, go to <http://sanctuaries.noaa.gov/flight/welcome.html>.

The following resources are also available on-line or upon request:

- For a list of Frequently Asked Questions (FAQs) about central California overflight regulations, go to <http://sanctuaries.noaa.gov/flight/faqs.html>
- For a large-scale map of the central California overflight prohibition zones, go to <http://farallones.noaa.gov/eco/seabird/media/overflightregmap.jpg>
- For sanctuary regulatory descriptions of central California's overflight prohibition zones, go to http://farallones.noaa.gov/manage/pdf/77FR3919_Overflightfinalrule.pdf

If you have any further questions about the regulation or chart changes, or if you would like a presentation to your group about this topic, we invite you to contact us at California.Seabird@noaa.gov.

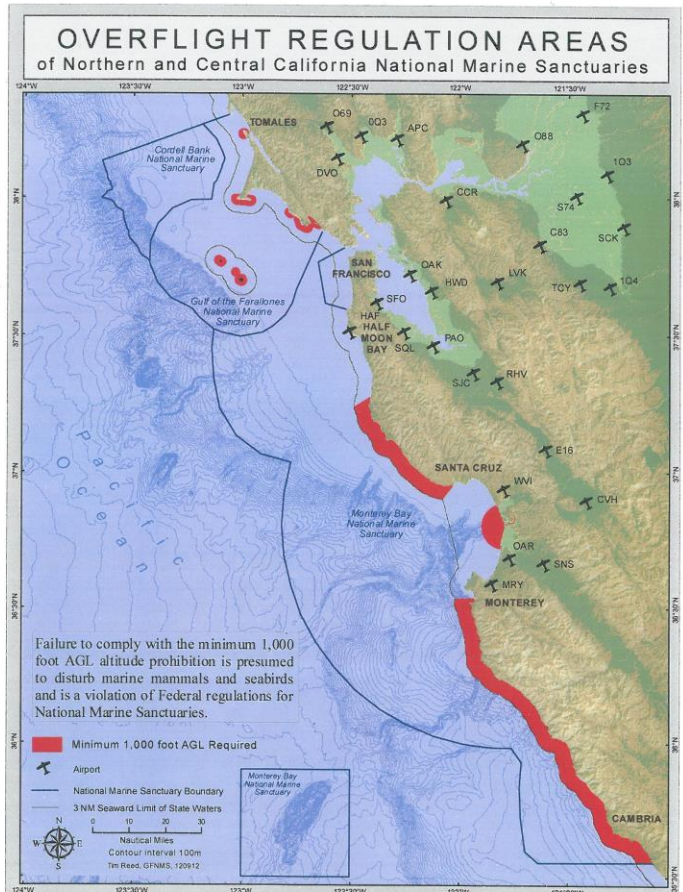
Sincerely,

Paul Michel

Paul Michel, Superintendent

Maria Brown

Maria Brown, Superintendent





Pam & Greg McAllister & Chet Robbins

Elaine Yeary, just checking that we all paid



Mark and Elaine, Diane Kennedy and Felix Boston

Our host Scott Devis and possibly our next host, Bill Landstra – OK Bill?



Not only our host, Scott was also our head chef.

John Potter with Greg and Pam McAllister. John probably cannot remember when he got his private license and Greg still has that experience to come.





Bill & Susie Landstra & Bill Ellis and on the right, John & Bev Levy and Nancy Miller.

Our speaker with Steve Mink



The Landstra's and The Levy's – long time members of our club.



Maureen and Dave raffling off a prize – winner Felix (how does he do it?)

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