



# MDPA News

Mount Diablo Pilots Association  
Buchanan Field, Concord, California

November 2014

[activities@mdpa.org](mailto:activities@mdpa.org)

Volume 43 Issue 11

## Inside This Issue

October Breakfast and Safety Forum

October Fly Out to Columbia Airport

October Casino Night and Dinner

The First Annual Fly-in and Shoot Out

---

## MDPA BREAKFAST & SAFETY FORUM, SATURDAY, OCTOBER 4, 2014

*By John Potter*

### BREAKFAST

We had standard "Costco"/"Safeway" chow with mostly newbie cooks. BUT, it was good and Tracey Peters stepped in to show everybody how to do eggs-over-easy ala floor. It was exciting and he hadn't even signed up to cook! Under severe duress, Pete Monillas volunteered to be the head cook for December (that means shopping for food and managing the cooks and the cleanup). I arrange for the cooks and do the Safety Forum.

\*Note: The club policy is to deliver leftover food from the dinners and breakfasts to a needy family.

### ADMINISTRATIVE ITEMS

#### MDPA President's Remarks

Dave Thacker encouraged everyone to volunteer and to attend the "Casino Night." He announced the new slate of officers for 2015 to be voted on at that dinner meeting.

#### FAAST/AOPA Forum

Everyone was reminded of the Monday, 10/6/14, FAAST/AOPA WX Forum at the Crowne Plaza Concord Hotel.

#### Cleanup

Now that was a great cleanup! The anointed team got in there, moved the tables and the floors got swept and damp mopped. I was able to get out and turn in the check off sheet to the airport office in time to go on the fly out with "everybody" else (i.e. normally I

don't get there until "everybody" else has paid their bill and are leaving.).

### New Pilot

Natasha was recognized as just having gotten her private pilot license!

### "FAA SAFETY BRIEFING"

At the last Forum, the speaker, Ray Rowan, passed out the most recent edition of this bimonthly magazine issued by the FAA. This was the first time that I had seen one of these magazines and I found it a joy to read, written not by bureaucrats but by accomplished authors, many of them not pilots but well versed in general aviation through affiliation. The files online indicate issues back to 2000 so I suspect that was the start of the magazine. This issue was a gem. It featured articles from the passenger's perspective, especially "newbie" passengers. I would suggest that you take a look at the PDF files online at [http://www.faa.gov/news/safety\\_briefing/](http://www.faa.gov/news/safety_briefing/) where you can simply read the PDF or get a subscription.

*\*BTW---Ray's correct email is -----Ray Rowan <e-raymond.rowan@faa.gov>*

### **SAFETY FORUM**

The Moderator, Bill Collins, provided details surrounding the unsuccessful take-off attempt on August 9, 2009 at Soldier's Meadows located 50 miles north of Pyramid Lake in Nevada. The airstrip is 4000' hardpan, rocky, high altitude and essentially one-way/down slope to the South. Bill had his 2 grown sons, luggage, a handgun and about 2/3 fuel in the Piper Arrow. He reported that he was below gross weight since he had burned off 2 hours of fuel and had expended the ammunition. The departure was in late morning and temperature in the upper 70's with a light wind. He had not walked the airstrip.

He described a no-flaps takeoff roll without leaning for maximum power. He mistakenly thought that the 2 white tires he noticed was at the runway end when in fact they were only half way. At this point he was not lifting off and therefore made the decision to abort by shutting down and veering off the runway to prevent runway obstruction. All on board got out safely and there was no fire but the aircraft was totaled. We had a healthy discussion of the absolute necessity to lean for density altitude, the appropriate use of flaps and walking the strip.

### The Take Away for MDPA

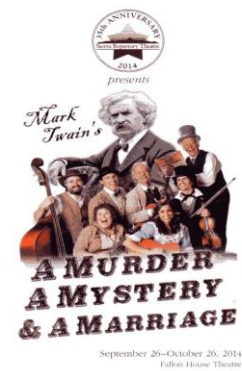
*----We must look out for each other----an MDPA "safety culture."*

When something does not seem quite right, we must say something. Bill stated that not inspecting the runway was largely due to complacency. All of us need reminding at challenging airstrips about high altitude airport operations. For such airstrips, we should have a pre-departure briefing and strongly encourage all pilots to attend.

## FLYOUT TO COLUMBIA AIRPORT, SATURDAY, OCTOBER 4 2014

*By John Potter*

"Everyone" on the fly out consisted of 1 aircraft, mine! David Gawn joined us for the trip. I had decided to stay at Columbia in order to see the Mark Twain play at the Fallon House Theatre in the State Park. Jude and I always enjoy those productions, and especially the "Twain" philosophizing that permeates the play. David chose to not attend but preferred to go hug his airplane instead that happened to be based at Columbia. This play was a murder-mystery entitled, surprisingly, "*A murder, a mystery & a Marriage.*" Jude and I had lunch at the Mexican food restaurant, which is always a good place to eat, then walked to catch the 2:00 PM performance. The theatre was almost full, mostly with the Geritol Jet Set folks like us. At least one tour bus unloaded at the theatre, but there were a few younger families as well.



I tend to fall asleep in plays after eating, and of course I did here as well. But, by the second part I was more alert and took part in the very lively audience participation that seemed "almost" spontaneous and not staged. That was really funny and the actors accomplished and well matched to their parts. One lady could play almost any instrument that one could name. That was impressive. We returned home afterwards but would encourage anyone to take advantage of this wonderful State Park offering. You can also stay in the hotel if you choose an overnight.

So---where did the name "Mark Twain" come from? Well, it is a nautical term used by river pilots indicating depth--- 2 fathoms (12' for you non-nautical types).

<http://www.sierrarep.org>

**MDPA CASINO NIGHT & DINNER, FRIDAY, OCTOBER 17 2014, 6:30PM**

*By Maureen Bell*

Casino Night, as usual, was a great success, thanks to PSA for opening up their hangar, Shari, Jennifer and Tanya helping to set up. Greg McAllister, Stew Bowers, Brent Gilchrist, and Shari for spending the evening being our dealers, and Scott Davis for supplying and serving the succulent prime rib.

It was great to see old friends and make new ones.

Thanks to everyone who helped make this night so special!



Kristy, Bob & Steve



Elaine Yeary & Sue Clark



Scott & Andrea Achelis with her father



Jennifer, Tanya, Shari from PSA



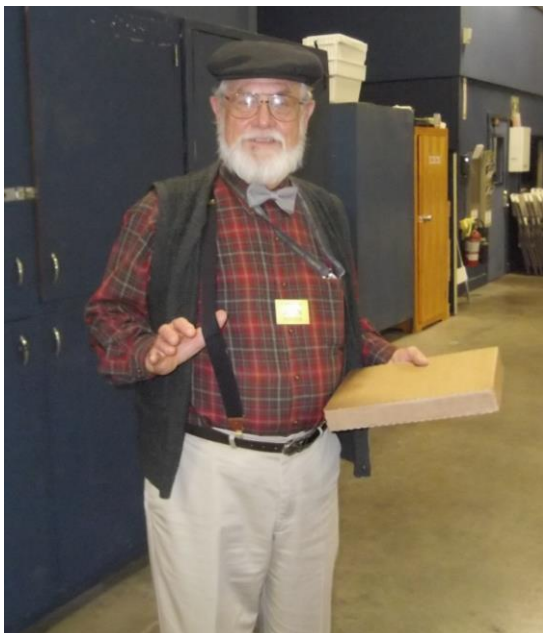
Shari our dealer, with husband Matt, Bob & Queenie Gonzalez, Mary Anne Knets & Steve Mink's better half.



Vadim & Natasha



Tony Tiritelli, Andrea Achelis, the pit boss Dave T. standing, Patti Gilchrist, Vadim Lantsov, Brent Gilchrist, our dealer



John Potter



Pradeep Panikar and John Scalzo

Winners of the prizes for most chips won – CONGRATS!!!!



---

### **THE FIRST ANNUAL FLY-IN AND SHOOT OUT**

*By David Thacker*

The First Annual MDPA President's Fly-In and Shoot-Out was great fun for all. With seven airplanes loaded with twelve flyers and guests, we flew into Sacramento Executive for breakfast at the Aviators Restaurant in the main terminal. The pilots and planes came from four airports including Rio Vista, Livermore, Concord, and Nut Tree. Our first meeting was at KCCR for a pilot briefing, then onto KSAC for breakfast before flying our (somewhat heavier) aircraft to Yolo County Airport near Woodland, CA.

After landing at KDWA, we walked a warm half-mile along the county road to the Yolo Sportsmen's Association firing range. We all signed-in at the office and paid the modest range fee. The staff at the range were very helpful and accommodating to our group.

Since the range accommodates all types of firearms the group then split up between the rifle/pistol range and the skeet/trap area.

Some brought handguns, some rifles, and most brought shotguns. I brought a 12 gauge shotgun and so I headed for the skeet area with seven others in our group. When we all had bruised our shoulders enough, it was time to leave. That is except for Stewart Bowers and Bob Tucknott, both of whom remained on the firing line until the ammo ran out. Bob and Stew were hitting the clay pigeons in what appeared to be a Wild Wild West competition.

The photos begin at the Aviators Restaurant, then we have some photos of the seven planes in the transient area below the tower. The RV9A airplane joined us from Nut Tree and the flyers, Pete and Sonny, are Nut Tree EAA 1230 members.



MDPA Members on this outing were: Bob Tucknott, Bob Weiss, Scott Davis, Stew Bowers, Steve Mink, Ken Whitham, and David Thacker.





If you have a destination or activity of interest you would like to recommend for a future fly-in or clubhouse operation, please let Natasha Doktorova know at [activities@mdpa.org](mailto:activities@mdpa.org).

*All the best,  
David Thacker, President*

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](http://www.mdpa.org)