



MDPA News

Mount Diablo Pilots Association
Buchanan Field, Concord, California

February 2015

activities@mdpa.org

Volume 44 Issue 2

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MDPA Calendar Upcoming Events

February

7 Breakfast & Flyout
to Half Moon Bay

20 Meeting and Dinner

March

7 Breakfast & Flyout
to Watts-Woodland
"Take instructor to
lunch"

20 Meeting and Dinner

April

4 Breakfast & Flyout
to Boonville (The
Madrones) – Keith
Freitas Talk

17 Meeting and Dinner

MDPA BREAKFAST AND SAFETY FORUM, SATURDAY, JANUARY 3, 2015

By John Potter

BREAKFAST

We again had standard "Costco" chow, but the crew mutinied when it came to putting out eggs-to-order---- I would have to do it myself if it was going to happen, so I left the kitchen. Pierre Bidou, Jim Coupe, Dan Cronin and Lyman Dennis put out a splendid breakfast with home-made "grits" from the Elaine Yeary's kitchen.

**Note: The club policy is to deliver leftover food from the dinners and breakfasts to a needy family. Not much was left over this time.*

Head Cooks: 7 March 2015 - Lyman Dennis
 6 June 2015 - Knute Fisher
 5 September 2015 - TBD

ADMINISTRATIVE ITEMS

MDPA President's Remarks

President-elect Bob Weiss had plenty to say (covered in detail in the January newsletter):

- Aircraft Insurance for flyouts: Need for pilot's going on MDPA sponsored trips providing documentation from their insurance companies certifying the MDPA is an "additional insured."
- 2015 Flyout/activity Plan: There will be a variety of additional flyout activities and overnites.
- Membership: Looking for any additional ideas for increasing the membership.
- Flyouts: In response to a request from the audience to not only list the flyout destination, it was suggested that the preferred alternate should be listed as well so that a complete preflight plan could be done beforehand.

Cleanup

Now that was a great cleanup! A father signed up and included his two small sons when no hands went up for the mopping---they did a wonderful job. Made everyone not volunteering look a little silly. Reminder: The green "recycle dumpster" is ONLY for aluminum cans and marked glass/plastic bottles that allow cash for turn-in.

Treasurer

Elaine reminded everyone that she is taking the 2015 dues: \$45 for members and \$25 for student pilots. She also encouraged everyone to read the newsletter (JLP comment--it is now a very "classy production" thanks to Natasha).

SAFETY FORUM **The Moderator, John Potter**

This session was used to not only provide some history on the origins of the MDPA and its efforts to obtain a clubhouse but also the history of the Safety Forums.

In short, the club was established in 1976 by Larry Hancock. Some have told me that it was thought at the time that the club would not last but a few years. I joined in the early 70's after coming to CCR. Early on I noted that there was a reluctance to welcome new members so I volunteered to be the "Cookie Man," as I titled the job of arranging for refreshments and coffee, so that I would get to know people. That worked, I became president in 1988. In that period, we met at the Water District auditorium, or restaurants, if it was not available. It was always a pain to beat out others wanting to reserve the space.

Getting our first "clubhouse" in 1995 was a bit controversial and some members dropped out when the majority led by President George Ann Garms* made the arrangement with the airport to take over the long abandoned and run down General Air building. This enabled the club to sponsor monthly aircraft displays in order to qualify for the owners of older aircraft to take advantage of not having to pay the county property tax. (Looking up you could see the sky through the roof.) We got a lease for the space and made it habitable and useful, including a new roof --- but it was always too cold or too hot. The new hanger wall we built in lieu of metal hangar doors helped. Breakfasts and Safety Forums were started in this same time frame.

In 2008 we were forced out of the building by the airport and moved to the Sterling lease property until 2012 when we again negotiated a new agreement with the airport, led by President Maureen Bell**. The airport sponsored refurbishment/upgrade costs and the EAA with MDPA support did the work.

This forum was to illustrate by example what the format of the Safety Forums should be. The idea is to NOT DO "hangar talk" ----but rather to do "**root-cause-analysis**." The example I offered up was a mistake that I had to "confess" to. No one would else know unless I blabbed (except one new MDPA pilot who pointed out the mistake to me on his iPhone chart and ruined my lunch ☺).

On the December 6, 2014 fly-out, as usual, I was hard pressed to get to the destination before everyone else paid their bill and left. My total focus starting Friday was to be ready for the cooks on Saturday morning and to get the clubhouse cleaned and closed so I could turn in the key and depart. (BTW, that went very well, for a change!)

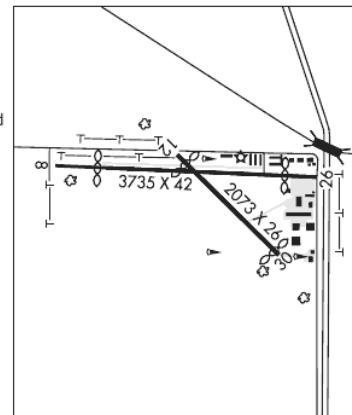
I got into the air in a timely fashion and my partner (non-pilot) headed towards Lodi just under the 1500 foot ceiling. I had looked at the chart the night before but not the "Blue Book." * I flipped it open to Lodi and handed it to my passenger who was aviation literate, started to plug in the ID for Lodi Kingdon (O20), which he pointed out was not the Lodi (103)

for parachuting. Got the right one in and tracked towards it. 10 minutes out I was correcting for sloppy tracking and thought that I had Kingdon in sight, incorrectly, so deviated to the south. Once I figured out that I actually had the low profile Lodi parachuting one in sight, I was smack dab in the parachuting area. I was a horrible mistake but I was on the left downwind to 26 so simply turned base and landed without further incident. There had been no parachuting activity announced on Unicom.



LODI (103) 4 N UTC-8(-7DT) N38°12.15' W121°16.15'
 60 B S4 FUEL 100LL, JET A OX 3 TPA—860(800) NOTAM FILE RIU
RWY 08-26: H3735X42 (ASPH) S-30 LIRL(NSTD)
RWY 08: Thld dsplcd 615'. Pole.
RWY 26: Thld dsplcd 476'. Pole. Rgt tfc.
RWY 12-30: H2073X26 (ASPH-GRVD) S-30
RWY 12: Thld dsplcd 277'. Tree.
RWY 30: Thld dsplcd 101'. Tree.
AIRPORT REMARKS: Attended 1700Z±-dusk. Parachute Jumping. Automated credit card fuel system 24 hrs a day. Rwy 08-26 NSTD LIRL located 30' from pavement edge. EOR lights located at both dsplcd thlds to Rwy 08-26. Rwy 08 edge lgts extended approximately 400' west of thld.
AIRPORT MANAGER: 209-369-9126
COMMUNICATIONS: CTAF 122.9
 ® NORCAL APP CON 125.1
 ® NORCAL DEP CON 125.1 (Southbound) 125.25 (Northbound)
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.
LINDEN (H) VORTAC 114.8 LIN Chan 95 N38°04.48' W121°00.23' 284° 14.7 NM to fld. 260/17E.

SAN FRANCISCO
 L-2F, 3A
 IAP



I told the audience of the situation, i.e. that I had violated the parachute zone, and nothing more.

The pilots were asked to question me so as to ascertain where the problem might have started, truly the method of **root-cause-analysis**.

It was a little bit of a challenge to get everyone into the game. I kept having to tell the inquisitors to not tell their own story but to ask me questions (Pilot's like to do "hangar-talk," don't we!). With a few key questions asked they got into the mode of drilling down to the core problem, one question at a time, walking me back to the lack of pre-flight planning the night before, along with the lack of frequent flying and old age.

The Take-Away for MDPA from the Safety Forums:

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

* "Pilot's Guide to California Airports" - Paso Robles, Ca.

** Sometimes it takes women leaders to make things happen!

FLYOUT TO WILLOWS- GLENN COUNTY AIRPORT, SATURDAY, JANUARY 3, 2015

By Bob Weiss

We had a surprisingly good turnout for our first fly-in of 2015 on January 3rd, 2015 to Willows-Glenn County Airport (WLW). We filled two large tables at Nancy's Airport Café with participants generated by half a dozen aircraft. Willows has become the standard destination to start the new year and proved again to be a good choice. Next stop in February is Half Moon Bay, (alternative to be determined in the event of low clouds or fog).



MDPA TRI-TIP AND CRAB FEAST DINNER, FRIDAY, JANUARY 16 2015, 6:30PM

The last dinner went extremely well, not only was the food delicious, but the speakers were very interesting. Four aviators from China, London, Japan and South Korea told us why they came to Buchanan for their flight training and what they intended to do after graduating. A large group of members and guests had many questions for them and I believe were surprised at some of the answers.



Rashid with his group "under the gun"



Our group of international speakers with their "boss" Rashid last on the right.



Bev and John Levy with Scott Davis and Bob Torrey waiting to devour the crab.



Bob Weiss and Steve Mink



Elaine Yeary, Natasha Doktorova, Bill and Connie Collins and Mark Young



Bob Torrey, Dave Thacker and Felix Boston



Bonnie and Mel Nordahl



Norm Brudigam, Bob Torrey, Dave Thacker and Jude Potter.



Jude and John Potter. How come they always manage to get in front of the camera? Must be because they are so photogenic!

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

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