



MDPA News

Mount Diablo Pilots Association
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MDPA Calendar Upcoming Events

January

- 6 Board Meeting
- 9 Breakfast, Safety Forum & Flyout to Half Moon Bay
- 15 Dinner Meeting

February

- 3 Board Meeting
- 6 Breakfast, Safety Forum & Flyout to Willows
- 19 Dinner Meeting

March

- 2 Board Meeting
- 5 Breakfast, Safety Forum & Flyout to San Carlos
- 18 Dinner Meeting

MDPA BREAKFAST AND SAFETY FORUM, SATURDAY, DECEMBER 5, 2015

By John Potter

BREAKFAST

All went well—i.e. No breakfast!

No Head Cook volunteer and since this was my quarterly day off, only coffee and donuts. We had about 43 attending, a little more than normal.

For 2016, I will be the Head Cook once a quarter.

In January, I will be the Head Cook. We will need Head Cooks to volunteer for the next two months:

January	John Potter
February	_____
March	_____

I have a check list and it will take a newbie about 4 hours to shop and set up. (I now have it down to less than 3 hours.)

In 2016 I will continue to coordinate the Safety Forums each 1st Saturday of the month.

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

ADMINISTRATIVE ITEMS MDPA Officer Remarks

Maurice Gunderson, our incoming President for 2016, presented an overview of the primary organizations supporting the management of the airports in the county, the Airport Advisory Committee (AAC) and the Airport Land Use Commission (ALUC).

Maurice is on the AAC. Treasurer Elaine Yeary reported the current amount in the checking account and alerted everyone to pay dues for 2016. John Barrella, Activities, briefed the day's trip.

SAFETY FORUM

Opening the session, I briefed the following FAA notice:

FAA Bulletin Issued on Noise-Cancelling Headset Use:

On November 20, 2015, the FAA issued a Special Airworthiness Information Bulletin (SAIB CE-16-08) that advises GA pilots and operators of concerns with the use of noise cancelling headsets. In many cases, pilots are using the noise cancelling headsets as supplementary equipment during operations. When wearing these headsets, the pilot may be unaware of environmental sounds and audible warning annunciations in the cockpit that do not come through the intercom system.

The FAA recommends that if any audible alarms or environmental sounds cannot be discerned, operators should elect to find other solutions to discern such alarms or sounds, or

discontinue the use of noise-canceling headsets.

The agency also recommends pilots review the information found in an earlier bulletin (InFO 07001) on noise-cancelling headset use which can be accessed at <http://go.usa.gov/cZdDz>.

Our Moderator was Gordon Campbell. Gordon is a recently licensed pilot who is finally getting about doing what he wanted to do at the start of his professional software career, to fly. His approach to the Forum was to ask the weathered & experienced assemblage of pilots for their advice on the decision-making process, given the "iffy" circumstances.

He presented his dilemma on making a potentially weather-challenged trip for his flying club to their maintenance shop at Lampson near Clear Lake. The day of the trip the weather presented on and off again limited visibility in rain and squalls with clear weather in between. He was joined in the flight with another pilot with equal concern for the impact of the weather on getting into the strip under VFR conditions once en-route and seemingly committed.

The tools he used, foremost with the visual cues locally, then the online resources of NWS sources like WXBrief, AeroWX.com, DUATS. En-route he planned to use ForeFlight/Stratus with the new Synthetic Vision for terrain.

He asked, what other tools could he have used to make his decision on go\ no go? What are some good sites to obtain information on cloud tops in case he need to get above the clouds. The first response was to call Flight Watch and also to use DUATS which records pilot reports directly to that system on the new frequencies (not 122.0, but 122.4 or .6). Also, if other pilots are coming from the area, get on the area frequency and ask. 122.75 is often used amongst pilots sharing local information. Other pilots pointed out that just going and taking a look was a good plan, but always with the ability to go elsewhere to land.

Again, the Take Away for MDPA:

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

FLYOUT TO SANTA ROSA, SATURDAY, DECEMBER 5, 2015

By John Barella



The operative word to describe our December Fly Out to Santa Rosa was “perfect”.

During the typical exercise of herding the cats to find spots for all the folks that were looking for a ride, I discovered that we had the perfect match of available seats to passengers.

The weather was high overcast but the wind was quiet so it provided a silky smooth ride that was just perfect.

With no wind to contend with I executed a perfect touch down with not as much as a squeak from the tires.

The excellent conversations and lunch at the terminal restaurant with a couple of new faces could only be described as perfect.

It was just a quick trip to Santa Rosa but I left this event completely pleased and content, the feeling was perfect.

I urge fellow pilots to join us on these small adventures. We are always looking for opportunities to pair pilots with passengers. It is a perfect opportunity to meet new friends and share good times.

MDPA HOLIDAY DINNER, FRIDAY, DECEMBER 18 2014, 6:30PM

by Maureen Bell

Our Christmas party turned into a wonderful evening in the beautifully decorated clubhouse, which was transformed in large part by Geo Achelis and her helpers.

The festive frame, made by Diane Kennedy, made such a difference to the photos taken by Kevin – many thanks to both, and just to keep the family name going, we had Steve Kennedy as the umpire during the gift exchange, or as he called it “larceny”.

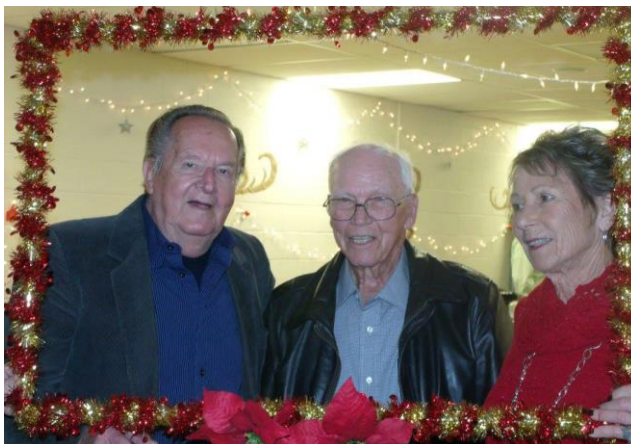
As usual the food was delicious thanks to Scott Davis, who was lucky enough to get first pick at the prizes, but was even luckier that no one stole it.

All in all, it was the perfect end to 2015 and as 2016 will be the 40th anniversary of MDPA we must start planning that celebration soon.

Wishing you all a Merry Christmas and Happy Holidays.











GIFT EXCHANGE / KEN COLE AWARD

Note from John Potter:

I was the person who deliberately picked the most humongous gift on the table since I had never done that before. Ironically, it was the below gift, with a proposal included in the letter from Diane and Brian Enbom. A more appropriate person could not possibly have been found in the audience to pick this gift, in my humble opinion.

12/18/15

Merry Christmas to the MDPA member who receives this gift!

The maker and designer of this gift was Kennard Cole, a longtime member of MDPA. In the early days of MDPA, the Board of Directors would decide who would receive the Ken Cole award each year and give it to the member who made the worst survivable flying mistake. This award was given at the annual Christmas Party. The award was a bronze statue of a winged bird mounted on a preserved oak tree branch. I know because I was awarded this once. The winner would be given the opportunity to keep the award for one year, and then would relinquish it to the next year's winner. Unfortunately, someone broke the chain and the award was lost.

Ken Cole also made gifts for several years, of airplane models made from beverage cans and other miscellaneous materials. They were highly prized and stolen many times. I was the recipient of two of his models over the years and kept them in my hangar.

It is time to pay forward the satisfaction and appreciation I have had by having this model in my hangar.

Ken Cole, Ken Edwards, Ernie Gilmore, Larry Bartlett, Bruce McGregor, Gerry Greth, Scott Mahnken, Paul Chelew and others were some of the original members of this club, dating back to 1976. In honor of the upcoming 40th anniversary of the club this coming year, I suggest that we reinstitute the Ken Cole Award. Whether we use this model as the award, or we create some other award, the fun and harassment will be restored from the original reason.

Here is a current picture of Kennard now, at age 88.



Brian and Diane Enbom

PUBLIC NOTICE



THE PUBLIC IS INVITED TO SEE AIRCRAFT ON DISPLAY AT THE JOINT CLUBHOUSE FACILITY LOCATED AT 200 SALLY RIDE DR CONCORD FROM THE HOURS OF 8:30 AM TO 12:30 PM.

THIS OCCURS MONTHLY ON THE FIRST SATURDAY OF EVERY MONTH AND IS FREE OF CHARGE.

PLEASE COME AND ENJOY THIS UNIQUE OPPORTUNITY TO GET UP CLOSE AND PERSONAL WITH LOCALLY OWNED AND OPERATED VINTAGE AIRCRAFT.

The Mount Diablo Pilots Association (MDPA) is a non-profit corporation formed in the State of California in 1976 whose purposes include, but are not limited to:

- Promotion of good public relations between the general aviation community and the local community.
- Encouragement of flight proficiency through fly-ins, *safety* programs, and educational and social activities.
- Providing information on aviation matters to its Members.
- Functioning as a proxy for its Members on aviation matters of local and national concern.

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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