



MDPA news

February 2008 Concord, CA 925-685-7073 Volume 35 Issue 2

Meeting Notice

Date:	February 15, 2008
Place:	MDPA Club House
Dinner:	6:30 PM
Program:	7:00 PM
Board Meeting:	N/A

Presidents Message Feb 2008

By Pat Miller

Welcome to my first month as your president. Let me lay out some of my goals for MDPA 2008. As anyone who has hosted one of our monthly dinners will tell you, it's a lot of work. I think many of you are aware of this, as some people have said they never want to volunteer for all that work. I'm wondering if maybe we could set up a different way of doing the dinners. How about if we ask for volunteers each month to help

with the clean up. If we get a sign up sheet, and ask for volunteers, I think that we could set up a system where everyone would only have to clean up about once a year. This would really help the people that are preparing the meals, and it really wouldn't be a lot of work. It's much easier to help clean up once a year, instead of hosting a complete dinner.

While were on the subject of dinners, this months dinner will be at the club house again, and will be BBQ Chicken. We've been working with Keith Freitas at the airport office and Mike Bruno at Sterling Aviation about using part of the Budget Rent-a-car building. We've also been working with other organizations on the field to use this facility as well. This would be a better use of resources, and lower the cost for all parties involved. We hope to have more information soon, so stay tuned.

We have many exciting trips planned for this year. A tentative schedule is printed later in this newsletter. Two trips that we are very excited about offering this year are Alaska and Oregon. Some time in the July or August time frame Richard Roberts will be hosting a trip to the Kenai Peninsula in Alaska for fishing. We'd like to get a show of interest. If your interested in going on this trip, either with your own plane, or if your plane doesn't have the range for a trip like this, as a passenger in someone else's plane, please send an e-mail to members@list.mdpa.org and let us know. The longest leg of this trip will be about 350 NM, so that you will not need to stop in Canada for fuel. Let us know if your interested.

The second trip is to Ashland Oregon for the Shakespeare festival. We are waiting for the schedule of plays to come out so that we can plan this. Last year we tried to offer this but there seemed to be a lack of interest. When it was cancelled, all of a sudden, lots of people said they were interested. This time, lets schedule it early. It will probably be a pre-register, pre-pay trip so that we can order the tickets and get group rates. Again, send an e-mail to members@list.mdpa.org if your interested. Remember, many times we have planes with empty seats, so even if you'd just like to be a passenger, let us know.

Finally, I'd like to take a minute to thank last years board and especially Vince for the wonderful job they did. We went from a negative balance in our checking account 3 years ago to a surplus of \$13,000 this year. Plus the board had to deal with the development issues, the eviction, and understand what the wishes of the club were. All this while having monthly dinners, and breakfasts, and our trips. Nice job... thanks Vince and board. Also, thanks to Steve Kennedy for his work on the newsletter.

Pat -



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**Articles and photographs for the
newsletter should be e-mailed to**

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Dinner January 08

The crab was great, the tri-tip was cooked to perfection and the dessert was tasty. The only thing missing was the diners. We only had about twenty five show up for dinner! Come on folks, we still have the clubhouse and we will still have the dinners so plan on attending.

We got 100 pounds of fresh, cracked crab from Pacific Seafood. You see their trucks delivering crab and fish all over the bay area and beyond. This years crab almost tasted sweet, I guess it was all that oil spilled in the bay or something but it was good. Patrick cooked the tri-tip and it was excellent. Throw in some garlic bread and salad and you have all the makings of a great dinner. Dessert was carrot cake, one of my favorites, and this one did not let us down.

After dinner Patrick filled us in on the move to the Budget building, where we will meet and what it will cost. The good news is we will be in our clubhouse thru Feb. That means our breakfast on February the 2nd, Saturday, and our next dinner on Feb 15 will be at the old clubhouse.

We sold the leftover crab to our members and it went fast, so I wasn't the only one to think it was good.

Special thanks to Vince and Patrick for their work on the dinner. You guys did great.

We look forward to seeing you at our next dinner on Feb 15th. Take your co-pilot out to MDPA for a late Valentines dinner.



MDPA Mission Statement

The Mount Diablo Pilots' Association is a non-profit organization based at Buchanan field in Concord, California (KCCR). There are many benefits to joining the club. 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.

Dumb Things that Pilots do, or Things that Dumb Pilots Do.

By John Potter

We are off and running. Sharing after-the-fact what we at the Safety Clinics talk about. This is what you missed if you were not there. I read a story, admittedly for entertainment, about how a WWII guy shot down over Germany hopped in an FW190 and returned to base---wasn't a greaser, especially when he couldn't read German and he couldn't drop the gear (ha, a safety feature!). Then we launched into the inevitable density altitude effects on getting airborne, or not. We covered a particular case where an over grossed Bonanza at Camaron Park did not make it. The message was -- "know what you are doing!" Don't screw around with other peoples lives (like most of us have done in our flights). We wrapped it up by ascertaining if it is really required to tell the FAA if you had an event, like a forced landing. Well---this is not gospel, but only if it is an accident with certain criteria on \$ value and/or injuries/death. It is more likely that you will have to tell the NTSB. Someday I'll tell you about a dead stick landing in a pasture with wet manure in Wisconsin with 3 kids in the airplane. Please join us at our next session of pilot confessions.

"I don't "teach anything --- this is pilots teaching each other before the fact, not after."



We had ALL THAT crab to ourselves!



Vince Siebern transitions the gavel to Pat Miller

February Dinner Menu by Richard Roberts and Pat Miller

BBQ Chicken
Baked Beans
Salad
Bread

Tentative Trip Schedule for 2008

La Paz, Mexico	-	May
Kenai, Alaska	-	July or August
Surprise Valley	-	TBD
Soldier Meadows	-	TBD
Ashland, Oregon	-	TBD



Marilyn Barulich, Jay McCartney, and George Ann Garms enjoy the pre dinner discussions.

Bob Weiss, some guests, Mike Bruno, and Jerry Alves enjoy the dinner.





If you weren't at the January dinner, this is what you missed!

Have you renewed your membership yet?
If not---why not?
Now would be a great time to do that !

Did you see the two safety articles discussing some of the topics discussed at our first Saturday of the month breakfasts? If you have a comment, or would like to join these safety discussions, please join us for our breakfast, antique airplane display and safety discussion on the first Saturday of every month at about 9 am. It's good food, good company, good discussions and good people. Join us.

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Dumb Things that Pilots Do, or Things that Dumb Pilots Do

By John Potter

Again, sharing after-the-fact what we at the Safety Clinics talked about. We shared a story about the Gimli Glider, a B767 that lost both engines and most electrical/hydraulic/instruments and glided from 28,000 feet for 12 miles and, yes, with an unheard of "A/L" slip, landed. The POM had no mention of a glide speed, so the glider-experienced pilot guessed. We also discussed the Malibu losing a propeller and landing, successfully, in Oklahoma after gliding for 8 miles with oil covering the windshield. That topic took us back to departing CCR 19R and having no place to go, except _____ (you fill in the blank). Another article of substance was discussed that essentially said that ONLY a well trained, well rehearsed spray plane pilot could, MAYBE, successfully make a reverse runway landing from only 400-500 feet dead stick. Above all, the point was made, get the nose down ASAP (Dick Rihn noted that going to zero g prevents a stall). Of course, preserving airspeed is critical. Bottom line, know your v/x and v/y. We wrapped it up with a tip from an instructor on thermals and turbulence.

Indeed, it was a nice breakfast --thanks to Pat and Vince. Thanks. Warm Regards.
"I don't "teach anything"--- this is pilots teaching each other before the fact, not after.

Happy Valentine's Day



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Blue Skies and Tailwinds to:

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