



MDPA news

September, 2005 Concord, CA 925-685-7073 Volume 32 Issue 7

Meeting Notice

Date: October 21 2005
Place: MDPA Clubhouse
Dinner: 6:30PM
Program: 7:00PM

Board Meeting: October 19 2005
Next Meeting: November 18 2005



The Airport advisory committee meets on the 3rd Tuesday of every month at 7:30 PM at the airport managers office.

If you're not currently a member ...

Join MDPA!

MDPA membership has many benefits, including discounts on tie-downs, fuel and services. Dues are \$120 (\$60 for half-year beginning July 1) and should be sent to:

MDPA
PO BOX 273073
Concord, Ca 94520

President's Message

Boy, can you tell I'm a short timer? Pat, Dave and I decided that because of summer vacation and horrific schedules, we'd combine the July, August and September Newsletters. I did a column for July, but alas, have been silent for too long! We talked about the June British Columbia trip in the July article; July had a great trip to Soldier Meadows, hot, but nice (see the article elsewhere in the newsletter). In September we're going to the Klamath River to fish, jet boat and eat. Bill always gets us set up in places that have good eats. That's a real requirement for anywhere this club flies, with me anyway! We've had some great dinners, again, see the articles elsewhere. All in all, we've been pretty active, just no one wrote anything down. Well, that's about to change!

Last month we had our usual antique display and breakfast over a Sterling, where Mike had a fly mart and Pat Peters flew some Young Eagles. It was a pretty busy morning what with Potter's pancakes, custom eggs, flying pig and Ludmilla's cut up orange slices. Those EAA'ers couldn't believe what a breakfast we put on for a mere five bucks! Mike Bruno had a ton of parts as well as a huge table of radios of every size and description. There were some real bargains to be had!

By the time you read this we will have had the breakfast and display over at the clubhouse. As a result of a few conversations that John Potter and I had about safety, flying styles and some of the challenging places that we are flying to these days, we are planning an informal discussion sort of like Flying's articles, "I Learned about Flying from That" format. It will be a frank and earnest discussion, and all will be sworn to agree to no stories out of the room! Hopefully, this will be yet another benefit to pilots who are members of our club. I'll let you know how it turned out.

And now for the latest breaking news. As we all know by now, Schapel has withdrawn their bid to move the airport. So finally they have listened to reason and packed their bags, at least for now. Dave and I have talked about it and feel that they may be trying an end run, a la Realto in Los Angeles. No proof, just know these guys can be tricky, so don't let your guard down just yet!

Also, it looks that a developer has proposed to take the 11 acres which include our clubhouse, Milan's, Bill's, John's, et al's hanger building, the Concord Flying Club (we're all on month to month leases) and portions south of there to the golf course and build a new development consisting of approximately 10 jet hangers, 5 twin hangers and 20 single hangers. In a meeting with Keith Fratis, we went over what will happen next. Now they have to formally request for proposals in their standard format to solicit bids from any other potential developers who might want to do a similar project on the 11 acres. Once the best proposal has been chosen, negotiations will take place as to the specifics of the actual eviction of current tenants (us,

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Articles and photographs for the newsletter should be e-mailed to newsletter@mdpa.org

among others!), buildings, leases, timetables, actual construction, etc. Then the final project must be approved by the board of Supervisors, and once approved, constructed. If everything goes perfectly, we're talking about 2 years for the entire process. It's probably going to be more like 4 to 8 years. In an aside at the meeting, Bill Ludwig informed us that the world is coming to an end in 2013, so we have no worries.

On the one hand, it's sad to realize that our current clubhouse, which was hard fought for and the scene of many fond memories, will probably be torn down in a few years. HOWEVER, I would MUCH rather be talking about a developer who wants to make improvements to our airport as opposed to one who wants to close it down and have us to schlep down to the dumps or up to Cummings Skyway to our shinny new airport that no one can get to because the traffic is so bad and/or can't use because it's always in the clouds! So we will now not be looking at changing our lease at our current location, or trying to get more tie downs. That would be short sighted indeed, based upon the current state of affairs. Instead, we will be working with airport staff to use this situation to get MDPA the best possible new location, with improved amenities and paved tie downs. This may be the time that we work with other pilot organizations to put together a combined pilot facility. Only time will tell.

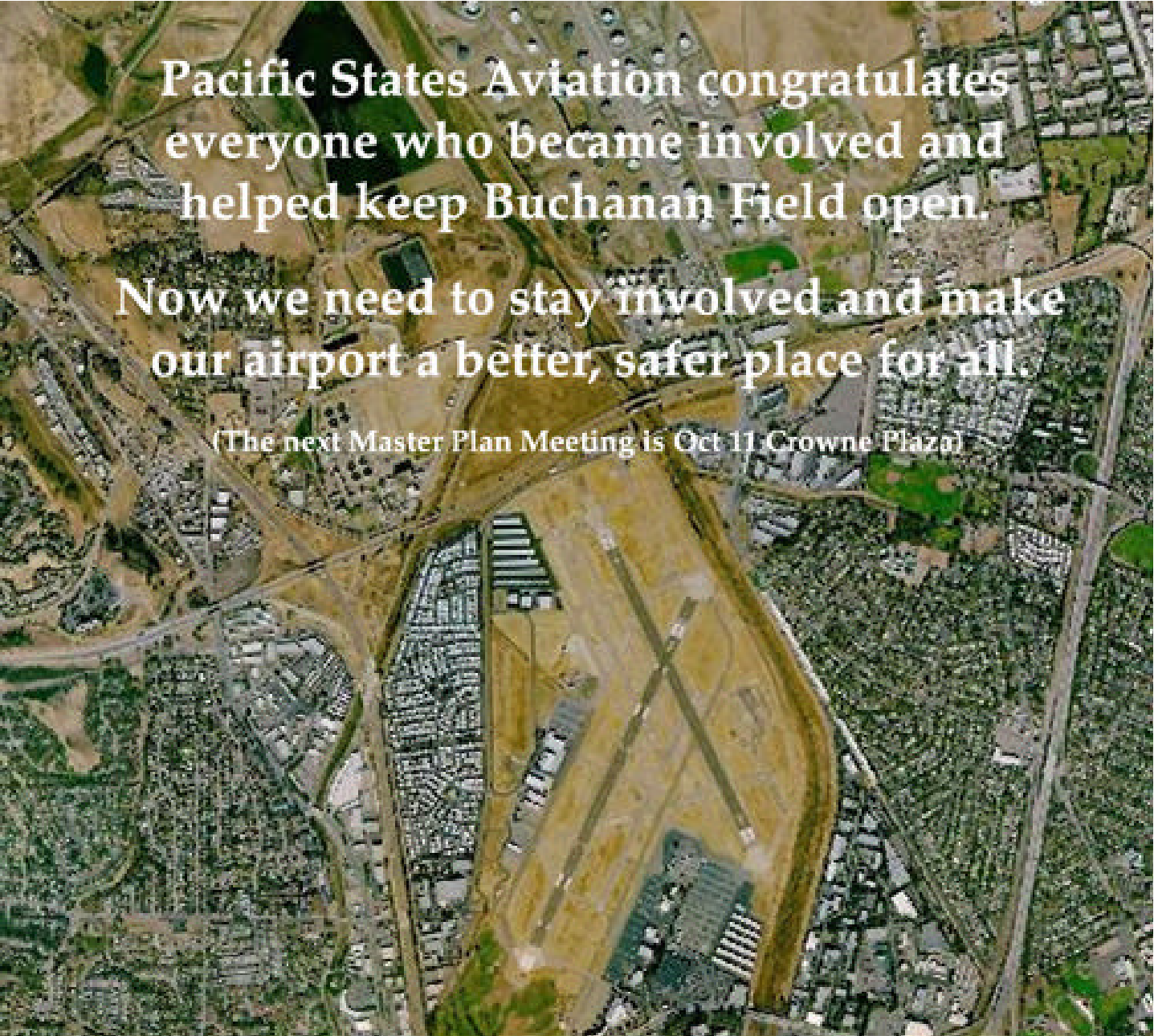
So now that you're feeling all nostalgic about the good old clubhouse and a little upset that there's yet more change in the air, its time to take action! You can make a difference! You can be the one to help broker a deal and create a new era for the club! Think of the prestige, the accolades from fellow pilots, the fame and fortune! Well, maybe no fortune. But there will be some exciting things coming down the pike. Talk to me now about becoming the next president of this fine club. You can do it! I'll help you as past president!

Ok, I'll climb down from the box. But we do need a president, so if you have any urges along those lines, let's talk. I'll even buy lunch, a hotdog at Sam's Club! Have a great month; time to get some hours in before the weather turns. See you around the airport and thanks for all your support and help.
Richard.

Nominated for Officers 2006

President:	Vince Siebern
VP Activities:	Patrick Miller
VP Programs:	Paul Hunter
VP: Comminucations:	Dave Evans
Treasurer:	John Levy
Facilities Manager:	Bill Ludwig
Secretary:	Fran Schlatter & Dan Dulava
Director at Large:	Bob Belshe

Election Night is OctoberFest 21



Pacific States Aviation congratulates everyone who became involved and helped keep Buchanan Field open.

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(The next Master Plan Meeting is Oct 11 Crowne Plaza)

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Pradeep's August Indian Dinner

Pradeep prepared an Indian dinner that was killer! Luckily for me, there was no lion to contend with this year, only a poor scraggly old boar's head.

Remember last year's picture of me pushing the lion up the ramp onto the trailer, my head planted against the things rump. Pat, of course, couldn't resist the photo opp. Well anyway, this year Maureen had some great decorations, they got everything out (wave after wave of food!) and everyone really enjoyed a supper meal. Tracy Peters and Bridget were the bartenders again, and the mango margaritas were the best! Bev made some wonderful vanilla ice cream that they put mango sauce over, and the ice cream was so good that it was all gone before I

got in to get any! Oh well, as you all can readily see, I'm none the worse for it!



Erin Hay, from Tradewinds Aviation at Reid Hillview, came and demonstrated a new 172 with the G1000 panel. She had just gotten back from the Cessna training and was really sharp on the thing! Most of the pilots got a chance to sit in the left seat and have her show it do its thing. They tried to stump her, but I don't think anyone did. After everyone had a go at it, she took off for Sacramento and an event the next day. Well, she tried to take off. First the thing wouldn't catch. Finally, the engine roared to life! Nope, shut it down. She forgot the shut the alternate power door. Out, open the back, screwdriver, close door, replace screwdriver, back in, VAROOOM. OK, now what, parking brake on, out, open back, get headset, close back, shut door, program G1000, crowd wakes up and cheers when she FINALLY taxied off! She called me later on to let us know she made it without further incident. I asked her what the heck was going on and she relayed the story above, she said after the first shutdown, there was no way she was turning the engine off again! For all of us old airplane drivers out there, it's weird having a parking brake that actually works! What a concept! We want to thank Erin for coming by; it was really neat to see all the new shiny stuff. She had a great time, and couldn't believe the food or how much fun everyone was having. "It's like a big family dinner, it was great!" she enthused. That's what it's all about! ED: You can reach Erin at erin@tradewindsaviation.com or 408-729-5100



Lots of folks stayed to help and we got everything cleaned up in no time. Pat, Jennifer, Pradeep and I closed the joint down. After everything was done, we just sat there and laughed about all the different things that went on. We all made sure Pradeep and Jennifer didn't get stuck with all the cleanup, but they sure worked hard! And the bottom line? We cleared about \$230 and got 2 new members. Not a bad night! I loved it! Next month is Pat's chile? chili? chilly? feed. It's always a great meal, so don't miss it. See you then.
Richard.

Pat's Chile Cook-off 9/2005

Well, Pat Miller did it again, some of the best Chilly in the west! We had the majority of the chili a delicious mild variety, with a small pot of the hot stuff in the kitchen. When your nose is running, and you've broken into a sweat you know you're eating some good chillie! Tracy Peters made his famous corn bread, two varieties, to go along with the feast. It was a simple and incredibly good meal that had everyone coming back for seconds and thirds, but still had room for Bev Levy's fabulous key lime pie!

Pat spent the whole day cutting, chopping and simmering his secret recipe in two huge pots set up on Pat Peters' propane cooking stove. The pots were too big for the regular stove. Then, Tracy came along with about 6 big squares of corn bread to top off the meal. Everyone washed it down with a couple of beers and Bev showed up with the perfect dessert with a western theme, key lime pie. The pie was the perfect topper to a western feast.

After the meal, John Phelps had a really neat slide show of his trip across the Atlantic in his Mooney. He had taken a job in Germany and was moving the plane to its new home. It was a great presentation, and he had some beautiful photos of the trip. Everyone has really helped to get some interesting folks here this year, keep up the great work!

We got everything cleaned up, and Tracy, Pat and I had a celebratory toast of Blue Agave, and off we went to bed. The bottom line? We made about \$250 dollars on the dinner, and got a new member.

Well, next month is October, so it must be Oktoberfest! Brian Enbom is going to do a traditional German meal and I believe we're going to have a group talking about space vehicles, or something like that. We are also going to invite Assemblyman Joe Cancimilla to join us. He is running against our airport buddy, Mark DeSalnier for the state Assembly next year. So it should be an exciting time! See you there. Richard.

Pictures from BC



Soldier Meadows 2005



Soldier Meadows is definitely cowboy country, it's an actual working cattle ranch about 25 minutes north of Reno, or about 5 hours by car. We shot guns, soaked in natural hot springs, listened to country western music while cookie fixed meals, what a place! But I'm getting ahead of myself here. Vince, Diane, Kathy and I loaded up the Bonanza with our stuff, enough beer for a week and all the required charts for a well planned and wonderful trip. Vince and I split the duties of navigation, I worked the GPS and he worked the VOR's and sectional. We got up to the vicinity, Dave was on the radio and ready to enter the pattern also, and a no airport. "Hey Vince, do you know where we are?" "Not a clue." The girls were worried; Vince and I were chagrined that two such incredibly fantastic pilots could possibly be lost. Finally, we put the map up to the GPS and got a valley that looked close, pointed the plane to the valley and 15 minutes later we were landing. Dave and Pat couldn't figure out where we went!

Anyway, once on the ground and unpacked, we settled right in. By 2:00 we all were present and accounted for. Off with Vince, Pat, Dave and Bill L. to shoot 44 magnums. Mine: a normal S&W with a 6 inch barrel. Bill L.'s: Same S&W frame with about an 11 inch barrel! That sucker was huge! I couldn't hit the broad side of a barn with the thing. After a bit, "Hey let's go soak" "But wait", I cried, "We still got bullets!"

They won, we soaked, we came home with bullets. Mario, the Venezuelan cook, made great meals. I mean, they were huge, great and family style. Definitely my kind of place. After dinner, we all sat around, drank beer, passed the bottle of whiskey around (I told you it was a cowboy place!) and told great stories. The young ranch hands practiced roping on a saw horse with horns. The owners had given us the use of a pickup truck for our stay and Bill wanted to go to the other hot springs to watch the moon come up.



Imagine 3 in the cab, and 8 or 9 in the bed of the truck. The smart ones took their lawn chairs to sit on in the back of the truck.

The ranch hands looked on in disbelief. Kathy, Pat and I passed on the adventure of a lifetime, looking for the lost hot springs. We sat on the porch, had a beer and read.

When the adventurers came back we learned they forgot a flashlight, had to drive down dirt roads for about an hour to get to the place, realized too late that the moon didn't rise until 3:00 in the morning, wandered around bumping into things until the water was located and had a great time! Oh, they forgot towels, too. Suzie asked if I knew how far the place was. I wasn't positive, but I knew it was pretty far. She was quite impressed with the preparation that a bunch of seasoned pilots made for the journey. We were sorry we missed it, especially Kathy!

Sunday morning, beautiful day, cowboy church on the radio, gravy, meat, bread, eggs and tons of other stuff on the side board for breakfast. Had a nice talk with the ranch hands. Mostly young kids (15 to 20) on vacation from surrounding communities worked the place in the summer; really nice kids. Then, all too soon, off for an uneventful ride home.

What a really nice time! Bill Landstra had planned this well, except for a miscellaneous hot spring or so, and everyone liked the place a lot. The airport was easy to land at (once you found it!), the weather was surprisingly mild for the middle of the desert and the hiking/biking/shooting/soaking/reading/story telling/napping/wandering in the dark were wonderful! It's like a march back in time to a much simpler era and we all loved it. I want to go back and make it a trip for the club next year! Thanks Bill, for all your efforts on this trip. It was a humdinger!



Klamath River Trip



Despite fog and other obstacles, a few hardy souls made it to Klamath Glen for our annual fall fishing trip but they didn't get there entirely by air!!

On the day of the trip, the forecast was for low clouds at McBeth airport until afternoon and then clearing. Both Bill Landstra and Jerry Alves arrived in the area in the early afternoon but there was no way to get under the clouds and so Bill headed home without landing while Jerry took his son to Redding for Chinese food before heading back.

Russ Roe took off early in the morning in his 150 figuring on landing inland at Garberville, south of Klamath, to get gas before going on in. However, he too found the conditions IFR and diverted to Shelter Cove which has amazingly open. After paying a local to take him

in his pickup truck to get a can of fuel he was back in the air on his way to Klamath but no soap there either.

So after two more trips back to Shelter Cove, an attempt to sneak into Eureka and a final pass at Klamath Glen, he too threw in the towel, heading east to Redding for gas and arrived back in Concord with 8 more hours on the Hobbs and no fish. Russ really deserves an A for effort!!

Kathy and I along with our granddaughter and Pat Miller got a late start in the Bonanza around 3 PM. Dave was taxiing out in his 182 about the same time. There was a headwind on the way up and lots of chatter on 122.75 from a number of pilots trying to find a clear place to land along the coast with little luck. Again, Shelter Cove was clear but almost everything else was IFR inland and north of there including, of course Klamath Glen. However, after

verifying that there was no way to get under the clouds at Klamath, we discovered that it was clear at Crescent City only 18 miles to the north and so we diverted there in search of a rental car.



Upon arrival, we tied down our planes, packed our gear in the \$100 a day rental car and headed south to Klamath Glen which was just starting to show some blue patches when we arrived around 5 PM. The motel had given up on us as had our dinner reservations but we managed to get them back and settled in ready to do some late afternoon fishing. Several bites but no fish!!

So back to the motel to get cleaned up and get ready to hit the Steelhead Lodge for some salmon there. Upon arrival, we found the place was filled with local lumber jack types that were partying heavily. There was fish but no salmon on the menu but lots of big steaks served family style so we went for that and after sampling some great cake from one of the locals who was having a birthday party, we put our left-overs in our doggie bags and headed back to the motel for a good nights sleep.

Weather on Sunday was clear and sunny but Kathy and I had to get back to baby sit more grandkids so back we went and Pat headed for San Pablo reservoir to try and get some fish there!!

So no fish but a great time was had by all and the fall scenery was fantastic. Just goes to show what some folks will do as an excuse to go flying.

In the meantime, Jerry is ticked because he didn't think of going into Crescent City and so we're telling him the fishing was great and we got some real whoppers. Well telling them anyway Richard.





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Blue Skies and Tailwinds To:

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