



MDPA news

March , 2006 Concord, CA 925-685-7073 Volume 33 Issue 3

Meeting Notice

Date: April 21st
Place: MDPA Clubhouse
Dinner: 6:30PM
Program 7:00PM
Board Meeting: TBD
Next Meeting: April 21st

Presidents Message March

Rain, Rain go away. March has brought us so much rain and cloudy weather that finding clear sky has been impossible. Now that spring is here maybe we will be able to get aloft again. While we may be grounded due to weather MDPA has been planning trips for this year. First, is Baja over Memorial Day weekend. Let Bill Landstra know if you are going to attend. Take your mask and flippers for some first rate snorkeling in La Paz. You can swim with the dolphins & sea lions if you are lucky you can swim with whales, see all kinds of fish and eat fresh scallops that you find! I took my brother and

our wives on this snorkeling trip and it was great. My brother said it was some of the best he has been on and he dives everywhere. Only Hawaii is better. In late July we are going to the Campbell River for salmon fishing. This will be a long weekend trip leaving Thursday and returning on Sunday or Monday. Leave space in the plane for all the fish you will bring back. Check with Pat for a complete list of our planned trips.

Last week my wife and I took off to Mexico. We left CCR Wednesday morning and flew to Calexico.



Then on to Guaymas, Puerto Vallarta, Zihuatanejo (for three days), Mazatlan and Puerto Penasco. The only stop we didn't like was Puerto Penasco. The further south you go the nicer the people seem to be. Zihuatanejo is a great place to vacation, it's warm, the food is good and there are all types of accommodations. In addition there was no rain!!! We returned Wednesday to find rain from the Mexican border to CCR. Let us know about your trip so we can put it in the news letter.

Those of you that attended the dinner last month found out there are all kinds of development proposals for CCR. The latest is a proposal by our local developer to build on 11 acres near the Reach helicopter site. This would include a 5000 sq. ft. pilot center with space for CAP, MDPA, EAA and all other pilot groups needing a meeting place. The drawings for this center will be on our web site soon. What can we do make this to happen? Write to your County Supervisor and the Airport Manager and demanding (ask) that this

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**Articles and photographs for the
newsletter should be e-mailed to
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proposal be acted on. Right now the Airport Manager wants to wait until the 9-acre site has been approved or finalized before he considers the 11-acre site proposal. My question is what happens if the 9-acre site takes forever to approve? Why do we have to wait? Lets have them all going at once so we can have a new pilot center. So e-mail your Supervisor and the Airport Manager today.

If flying is so safe why do they call the airport terminal?
Keep the blue side up.
Vince

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Saint Patrick's Day Dinner March 2006

What a feast! At first I didn't think I was going to be able to make the dinner, what a bummer! But at the last minute, I decided to come and have CB&C with Carol, my MIL, and send Kathleen on to Sacramento to the conference we were both supposed to be attending. It was alright, since I made the party after the first presentation and all the presentations on Saturday. Also, that way Carol and I got our CB&C as planned. Whew! Tracy Peters does such a great job; I'd hate to miss this one!

Tracy had the place hopping by the time I got there the first time at about 5:00. Everything seemed to be under control. His mom and dad,

Evangeline and Pat, as well as Vince, were busy helping get all the details done. “Where’s Pat Miller? He’s supposed to be bringing the ice and desserts!” Tada! Right then Pat shows up with arm loads of pies. I love pies! I love CB&C! I love to eat! I’m in the right place at the right time!

So as all seemed right with the world, I ran off and got Carol. Back in a flash. Bill Landstra was just putting up his picture as Captain America, off to pilot unsuspecting tourists in Cabo San Lucas! I told him that Kathy and I were going to be there on April 7th. He actually has finally gotten through almost all of the paperwork to start a flight seeing company down in Cabo flying folks around in the Maule. I told him I’d look him and his group up when I got off the boat. “No free rides.” Ok, Ok!

Then fabulous corned beef! Lots of mustard and horseradish (and catsup, another story!), delicious veggies! I’m getting hungry just writing about it! We want to thank Tracy, his parents, Vince, Pat and all the others that made this such a fantastic dinner. Jon and Lyn McWilliams were there to bid everyone a fond farewell. They’re moving to Utah and try out retirement. Lots of flying and a more relaxed pace than in the old Bay Area!

Great pies for dessert! While everyone was eating, I did a short presentation on the fate of our clubhouse and some interesting possibilities for a future one. Look elsewhere in the newsletter and on our website for info on that and the link to see the power point presentation. Vince took over and had a little meeting on various topics of interest for a few minutes. Everyone else just kept eating!

After that, I gathered up Carol, and got going up to Sacramento! I assume we made money, I haven’t heard. I also assume everyone helped clean up; I haven’t been by to check. What a slacker! Ah, the life of Past President! Anyway, it was a really great party, and Saint Patrick would have been pleased. If you missed this one, you really missed something. So, we’ll see you next month for yet another wonderful dinner prepared and eaten at the clubhouse! See you then.

Richard.

See slides from the County Supervisors Master Plan Sub Committee here:

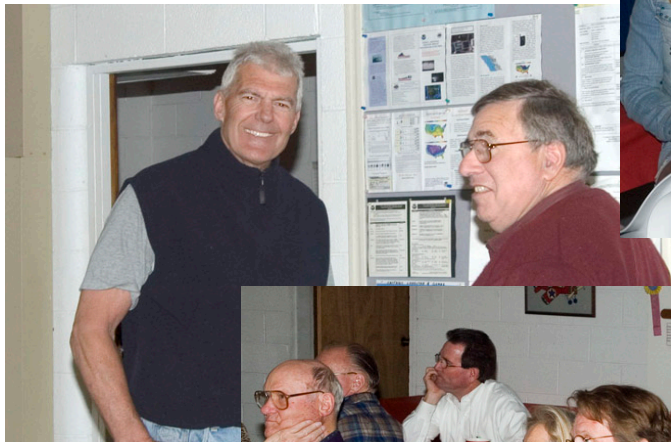
<http://www.mdpa.org/pdfs/mp-150-slides-200603.pdf>

Komputer Korner

In this months column, lets talk about weather briefings. You may or may not know that you can get a standard weather briefing at www.duats.com. This is the CSC run weather briefing web site. You can obtain a usercode and password by providing your pilot certificate number and name. There is ALSO another web site at www.duat.com (notice NO ‘S’ after DUAT). That is run by Data Transformation Corp. (DTC). These are BOTH the Official FAA sponsored sites. Although they differ in the user interface and the format of their output, they are both legal wether briefing outlets. Both offer excellent information.

If you really want to try something cool though, go to the www.AOPA.org web site, log into the members section and download the AOPA Real time Flight Planner. This software provided by Jeppesen allows you to plan your flight, determine your route, store your information and your airplanes information, provide you with current TSA information, and give you a visual representation of your flight plan. It will then use either CSC Duats or DTC Duats to obtain a weather briefing for you, translate the information and NOTAM’s into English, and file a flight plan for you. This software will then use the AOPA directories to show you or print out airport information, route maps, and navigation logs for the trip. This software is FREE to members and for my money one of the best bargains of AOPA membership.

Steve



Bird Strikes are NO FUN!

Sturgeon McCartney sent in the following photos of a bird strike. I tried to show the ones that I thought would best show up when transferred to the newsletter. Not sure about some of the details, but apparently this was a flight for GED Air. The pilot stated they were inbound to Burke level at 4000 ft. They had seven passengers aboard. They had just entered Class Bravo airspace and had slowed to below 200 kts. The pilot, Melody, described them as "little black birds". As you can see they caused major damage to the leading edge of the wings, and to the exhaust pipe. Who knew those little soft feathered creatures were like hitting rocks at 200 kts.



That's Some Bird!



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Embarrassing Moments

Here is an embarrassing experience that happened to me on one Thanksgiving Day about six years ago. I had been flying for almost 50 years with very little pucker factor when on a beautiful CAVU day I decided to take my trusty Cardinal for a flight. As I left runway 32R there was a 10K right quartering headwind...no big deal.

As I approached the Port Chicago docks, the engine sputtered, ran rough, then quit! At that point I feel I did all the right things; check the switch, the mags, the fuel shut-off, the mixture, etc. I set up a glide and realized that I had drifted 90 degrees east so all I needed was another 90 to head back to CCR (@400').

After notifying the tower of my problem and getting a "clear to land on any runway", I waited until the last moment to cycle the gear down. As I cleared the fence (and the car dealership) barely, the gear locked down just as I touched down on 19R.

No sweat, great emergency procedure, no damage or injuries. I congratulated myself as I rolled to a stop onto taxiway Charlie. The crash truck rolled up along side us and I gave the fire-suited emergency crew a big "I'M OK" through the side panel.

Then, I opened the door and fell flat on my face on the taxiway. Apparently my knees were not as confident as the rest of my body. Embarrassed, I thanked the rescue crew and called for a tow. Another day in paradise...

Leo Saunders

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Blue Skies and Tailwinds to:

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