



MDPA news

September, 2006 Concord, CA 925-685-7073 Volume 33 Issue 9

Meeting Notice

Date: October 27, 2006
Place: MDPA Clubhouse
Dinner: 6:30PM
Program: 7:00PM
Board Meeting: Oct. 18th

President's Message-September

This month's dinner was a great success and Pradeep, Jennifer and Maureen did a great job as usual. Thank you all for your excellent dinner. About 50 people showed up and that is a great turn out for our club. Now if Brian can do as well in October, Rich in November and Rich, Patrick and I can do December we will have completed the year without one missed dinner. And I worried about finding volunteers for the dinners!! You came thru with flying colors, thanks to all that have helped with the dinners.

We held elections of officers for the next year. Looks like I am still the president; Maureen Bell is the VP for programs so we should have some guest speakers this year. Dave will be our VP of Communications. Steve has done a great job with the newsletter this year so we should continue to get the word out to everyone. Bob Belshe will be our Secretary for this year, thank you Bob for your years of service. John Levy, CPA, will continue to be our Treasurer for one more year and since he took over we have money in the bank so he must be doing a good job. Lorraine Bartneck will become our facilities director welcome aboard. Richard will fill the past presidents spot on the board and will help with activities (trips). And last but not least is Patrick as our at large director, photographer and all around helper. If anyone wants to help we still need an activities director. This is the person that sets the trips we take. You don't have to lead the trips just set them up and find people to lead the trips. So if you have some spare time a love of travel give me a call.



So how did I miss the dinner? I was in Mexico visiting a former neighbor who now lives in San Carlos, near Guaymas. We had set up this trip months ago and that week was the only one we would both be available so I had to miss the dinner. We departed CCR for Phoenix in the afternoon and ended up diverting to Laughlin. It was getting dark and I didn't want to land in Scottsdale in the dark when I hadn't been there in 30 years. Laughlin is a small Las Vegas except the visitors are a lot older than in Vegas. The rooms are inexpensive and the entire stay was very nice. Next morning off to Scottsdale, a very busy little general aviation airport. Gas cost \$4.61 a gallon, good thing the FBO was nice for that price they thru in two bottles of water!! Then off to Guaymas, a port of entry that is fast and efficient. San Carlos is called Gringo-ville because there is a large retired American community there. Our friends have a big house right on the Sea of Cortez in a gated community

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FOCUSED ENERGY

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and all? Here's my take on the topic, a simplified overview.

Firstly, we have the FAA. They, believe it or not, actually realize how important the GA component of aviation is. If nothing else, they need us around to justify their jobs! And, in fact, they work for us to protect the skies from having every municipality and other governmental agency from having the ability to put in their own special flight rules, which would make it virtually impossible to utilize the national system.

Then we have our national organizations. Atop the whole shebang is AOPA. It's the largest and best funded of the aviation organizations and is our voice in Washington DC. They have a safety foundation, legal assistance, and a lot of other stuff, but their main focus is as our watchdog where the laws are made protecting our interests as pilots.

Then comes the EAA. If AOPA is the hard charger in Washington, EAA is the passion, helping folks build their own airplanes and having a network of chapters all over the country. They have groups interested in warbirds, aerobatics, antiques, and more. EAA is pancake breakfasts, flyins, Airventure, Young Eagles, and folks spending tons of time and money building airplanes.

Beneath them are the innumerable clubs and organizations. State governmental departments, national, local, business oriented, type specific, area specific, activity specific; they are all here to promote their little piece of the aeronautical pie. And then we have all the aviation magazines.

From where I sit, and again, this is only my opinion, all of these organizations tend to focus on their own agenda and don't really work together much, until someone tries to close an airport, change or add a flight rule/airspace/AD, or add user fees. All of the above are symptoms of the major problem, numbers of pilots. Because we are fewer and fewer, the majority, the nonflying public, don't feel the need to put up with our needs for large tracts of land dedicated to flight, or listen to our planes flying around overhead.

How do we change the situation? You know the answer, more pilots! We need to get the grass roots, personal efforts of EAA (Young

Eagles, flyins, pancake breakfasts, seminars) matched with the war AOPA wages in Washington, and add all the other groups' combined voices. You know, just like we did when they wanted to close our airport. The common theme has to be MORE PILOTS! And the stage we need to operate in is everywhere.

National organizations pressing Washington to work to help increase pilot starts. From scholarships, to rules like the sport pilots license, to more money made available for increased numbers of pilots in the Armed Services, to stuff we haven't thought of yet. Pressing, pressing from all quarters; that is what our government responds to. Letters, emails, never stopping, signifying a constituency that is organized, motivated and in this for the long haul. And vote! They all want to be reelected more than anything else, that's how we gain influence.

Promote the adventure of flight in print. I know of two magazines whose primary focus is in writing about places to fly. We have tons of magazines! Each one usually has an article describing a nice place to go, lots of adverts, some good articles from their respective authors, and some articles each describing one of about 8 popular topics they all mysteriously decide to cover that month. The specialty mags do their own thing, not attracting new pilots, but working with existing pilots' special interests. We need more articles displaying the adventure of flight! Where to go, what to do, how to get there with our airplanes! The travel section in your local paper can add whether or not the particular spot they are featuring has an airport, a surprising number do! AAA can add that information in their travel books. Enough pressure from their members, and I know they would do it; The Milepost did! How do we get the magazines to do this? Write'um letters! They will give us what we want, or go down ignoring us. After all, we are the ones buying the product.

Fly-A-Leader, Fly-A-Kid, Fly-A-Spouse, or somebody who's interested in learning to fly. Pick a nice smooth day and satisfy someone's urge to find out what it's like. If and when you do, EAA has some guidelines on how to create an enjoyable experience for a first flight (<http://www.young eagles.org/volunteers/resources/content/YE%20Resource%20-%20EAA%20Young%20Eagle%20Pilot%20Guidelines.pdf>). Nothing worse than a green passenger who will never darken the door of a small plane again after a bad first experience!

So there you have it. Again, the answer lies with you and your ability to connect with and inspire others to join the ranks of pilots, either directly or indirectly. It doesn't have to be a real big deal in your life, either. Maybe nothing more than someone thinking, "Gee, if someone like you can learn to fly it can't be that difficult!" But they have to know that you fly in the first place! So let all those people whose paths you cross know that you're a pilot. Encourage others to follow their dream. If you need help in planning a flight, ask, we'll help, that's what your club is for. Go get'um!

Next month: The final installment, Mobilize for Success. We'll talk about what the club and some of its members are doing to further the cause of General Aviation and perhaps the real prize in all of this. See you then.

SURPRISE VALLEY WEEKEND EXTRAVAGANZA NIGHTS OF OCTOBER 21ST & 22ND

I made a call to Surprise Valley on Saturday and they had one room left for Monday night. Kathy and I took it. It's an hour and a half to two hours, depending on what you fly, and we had an unbelievable time. I got to talking to the owners, Leanna and Ken, and we planned a gala, **Flyin Only** weekend. Their front driveway is a mile long and used to be an airstrip, on the charts, even. If we take the entire facility, 15 rooms, we can have the following:

1. All aircraft can land at the resort and tie down behind the main building in the grass.
2. We will have the 2 cars available for our use.
3. We will have a BBQ on Friday night, the 21st.



4. We will have a catered dinner served by Mazoli's, menu enclosed, on Saturday night.
5. Each room has its own private hot tub fed by the natural artesian hot springs on the property. There is no sulfur smell and it's REALLY nice.
6. Each room has a kitchen, bath and the above mentioned private patio and hot tub.
7. They have massages available and you will be able to reserve a slot in advance so you're sure not to be left out because of demand.



You can sign up for specific rooms, price list enclosed (I'm negotiating a discount, at least 10%), and there will be an additional charge for the two dinners and any of the spa treatments you sign up for in advance. The beauty of this is that you pay for it now, and then on that weekend, the only costs will be a breakfast and lunch and anything you buy (lunches, hats, tee-shirts, etc.). The bulk of the trip will be prepaid, the cars and (car) gas included, so you just have to enjoy an incredibly relaxing couple of days! Just like a Club Med Flyin! We only have the month of July and half of August to get this trip planned, otherwise they have to open the rooms to the public, and we won't be able to use the driveway for our

landing strip. This is a real treat and you can only do this if you go with the club on this trip! The private patios and kitchens allow you to follow your mood, be out and about with the group, or completely private in your own patio and apartment area. You decide, we won't ask questions!

Contact me at richandkathyare@comcast.net for questions you might have, details and costs or to sign up. If you are not comfortable landing on smooth gravel, you can land at Cedarville (10 minutes



away) and call for one of us to come pick you up. October is a grand month up there, its cool in the evenings and just warm enough in the daytime so you're not sweating under that big blue sky.

Check out Surprise Valley's website at www.svhotsprings.com and look at the pictures below. Get back to me with questions or your order. Let's have a great old fashioned flyin and really have some fun!



October Meeting is the Annual Election of Officers
The following members are approved for office by your board.

President	Vince Siebern (accepted)
VP Activities	Open
VP Programs	Maureen Bell (accepted)
VP Communications	Dave Evans (accepted)
Secretary	Bob Belshe (not accepted yet)
Treasurer	John Levy (accepted)
Facilities Director	Lorraine Bartneck (accepted)
Past President	Richard Roberts (accepted)
Director at Large	Pat Miller (accepted)

Octoberfest!

It's that time again for the Annual Octoberfest. Brian Lubom has generously agreed to provide us Dinner (for a fee) on Friday October 27th.

Note the
due to the
Valley



new date
Surprise
Fly Out!

Come one

come all!

Join
MDPA
NOW!!

A Columbus Day sale is now in progress. Membership in MDPA are now 50% off. You get all the advantages of membership for 50% less. To quote a notable local celebrity, "you'll have some great food and meet some wonderful people. So Join now. Only \$60 for the rest of 2006.

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or

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that is beautiful. Home cost is right up there so I am not sure there are any buys available in San Carlos. Two days later we were off to Alamos, a silver mining city with a long history and some beautiful colonial homes. These homes were built by the early mine owners and are open to the public on Saturday and are a must see. We had a five- course dinner at a local hotel that was as good as any dinner I have ever had. Next, off to Puerto Vallarta where we stayed the week. Shortly after we arrived in Vallarta I got a bad case of food poisoning so the rest of the trip for me was not very good. Friday we left for Loreto instead of El Gallito because of the damage to the town. 400 homes were lost in the flood from the hurricane that passed thru about a month ago. I guess the Hotel Serenidad is okay because on our way out of Mexico we saw three planes on the runway. Now for the advise, as we were leaving Loreto on Saturday some guests of the hotel knowing I was still sick said I should go to the farmicia and get some Terramicina. So on the way to the plane we stop and get some. A couple of hours later I start to feel better, by the time we got to Calexico I could eat again. Do not suffer needlessly, go the pharmacy and get some antibiotics. I could have enjoyed my stay in Vallarta if I had just self- medicated earlier. You can get everything in those little Mexican pharmacies and the person behind the counter is very helpful. I will now stop now before the AMA and doctors tell of the horrors of self- medication but in an emergency in Mexico I would do it again.

Breakfast was great, wish more people were there to enjoy the great breakfast Pat & I cooked up. Well, maybe next month.

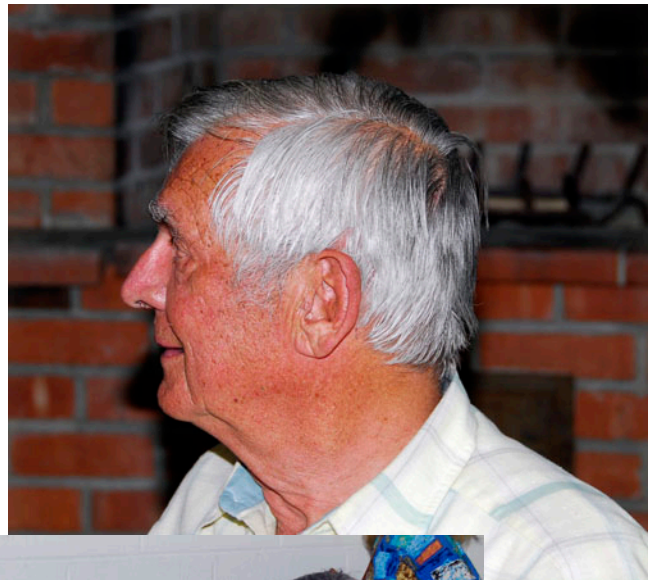
The clubhouse looks great. Lorraine, Maureen, Dave and a few others did a great job of cleaning the place up. Also, Lorraine donated a new stove!!! It looks great and will really help with the dinners. Thank you all for your efforts, the place looks great.

With the weather getting worse get some dual to get your IFR currency up to date. If you have a 360 or 540 LYC check the AD to see if you are affected.

Keep the blue side up.
Vince







Even Aces Need Training



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Blue Skies and Tailwinds to:

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