



MDPA news

May 2007 Concord, CA 925-685-7073 Volume 34 Issue 5

Meeting Notice

Date: May 18, 2007
Place: MDPA Clubhouse
Dinner: 6:30PM
Program: 7:00PM
Board Meeting: April 16

President's message

May 2007

By Vince Siebern

The Warriors made the playoffs for the first time in thirteen years. That's about as long as MDPA has had our clubhouse. Why am I talking about our clubhouse? Well, the development issue has raised its ugly head again and MDPA needs to talk about it. Right now Airport management is saying ADG, the developer, could have a signed lease and permits by October of this year. Do I think it will happen that fast, NO. Why would ADG be able to get a new lease in six months when renewing old leases takes years? So I don't think we

will be out of our clubhouse this year, however, in the near future we will be without our beloved clubhouse. For that reason it is essential we start a dialogue about what we should do when that day does arrive. We will be asking you what you want. Do we find alternate facilities while ADG builds the general use area we can rent? Do we go without a clubhouse and reduce the dues to a minimal amount like we did before the clubhouse? We only use the clubhouse twice a month, the breakfast and the dinner, and we spend about a thousand a month on the clubhouse. Is it worth it? So in the near future we will be asking you for your input. If you want drop me or us a note with your thoughts please do so at (mdpa-board@lists.mdpa.org). We will be writing a complete article in the next newsletter outlining the development process and what we think we can expect. We will be meeting with Airport Management to provide our input for the ADG lease. Lastly, we hope to hold on to our clubhouse until the last possible moment before construction begins. Do let us know what you think and want.

What's it like to fly GA with user fees? (from AOPA) On a 350 mile IFR trip across Europe the user fees totaled \$233.97 for a Piper Twin Comanche. Weather briefing \$7.80; file a flight plan \$4.68; airport and departure fees \$121.60; missed approach \$22.10 second missed another \$22.10; landing fees \$55.69. European pilots pay more, receive less, and face higher risks. In addition to high fees they pay about \$9.00 for fuel and it is scheduled to go to \$11.00. The moral of this story is write to your Federal representative and urge a NO vote on any user fee based funding system for the FAA when AOPA gives the word. We must act by September 30 so start writing your letter now. Once they get started, they will start small "only \$4.00 per hour", the fees will increase every year and there will be more fees than you can imagine. What we have today works, lets keep it going. To learn more about user fees go to AOPA.ORG.

This months MDPA trip was cancelled due to lack of participation. Next month we have the annual Baja trip leaving about the 24th so sign up. This is your chance to get warm! I can't remember a winter that was this cold this late. A complete list of trips can be seen at MDPA.ORG, click on the "trips in 2007" button. Look the list over and contact the trip leader and let them know you want to participate. On the Whitefish trip I have two seats available in my plane and an extra bedroom in the cabin to share. Call me if you want split the cost.

A Special thanks goes to Maureen for the Italian dinner this month. It was great! For more on the dinner see the write up later in the newsletter. Next month we have barbeque ribs. I can taste them now. See you May 5th at the breakfast and safety meeting.

Keep the blue side up.

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

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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.

If your reading this in a black and white hardcopy, wouldn't you rather see this in all it's beautiful color? You can! Go to www.mpda.org. You can also save the club money by dropping us an e-mail and telling us you'd ONLY like to view the newsletter on-line. That way we can save the cost of printing and postage.

April's Dinner Meeting

By Steve Kennedy

For our dinner meeting on April 20th Maureen Bell spent hours slaving over a hot menu to bring us an Italian culinary kaleidoscope of tastes. Luigi's on Clayton Road catered our dinner. What a wonderful dinner it was. The serving table even had an electronic dancing Italian Chef to greet us. We had salad, rigatoni with Italian sausage sauce, garlic toast, and tiramisu (laced with rum) for dessert. There was not a stomach in the house that was not FULL. It was a true Italian feast.

After dinner our president, Vince Siebern introduced our speaker, Bob Gonzales. During the introduction we all learned the correct pronunciation of Navion (it's Navion as in Navy and not Navion as in Nap). Gonzales, who has an amazing biography of aviation and auto racing projects over the years, spoke to us about his efforts while working at Travis AFB to rescue "The Swamp Ghost". This B-17 (serial number 41-2446) went down in New Guinea in 1942. This amazing airplane sat in a swamp for over 50 years. It was in remarkable condition for sitting in 2-3 feet of water for that length of time. Mr. Gonzales was involved in fundraising and the rescue project as part of the team from Travis AFB for many years. Unfortunately, this project stalled, and another group from Australia attempted to salvage this historic beauty. Once the former flying legend was cut into pieces and lifted out of the swamp, then, the New Guinea government stepped in and stalled that project as well. The

aircraft now sits in pieces on a pier in Lae New Guinea while the bureaucrats argue over its fate. For more information go to www.theswampghost.com.

We'd like to thank Mr. Gonzales for bringing this wonderful story to us. He brought some of his memorabilia with him and we saw pictures from his racing days, his Swamp Ghost savior days, and some of the Navions (remember Navy) he'd restored over the years. We even saw a picture of him pitching his Swamp Ghost project to Chuck Yeager. His unique perspective as a participant in these projects brought the stories to life for us. The vivid details of this unique aircraft will stay with us for a long time.



Maureen Bell, Lorraine Bartneck and
Dave Evens



John Levy
and
Pat Miller
(hiding behind the
Corona)



Bob Gonzles and
his wife



Maureen Bell
and
Luigi our Chef
for the evening

**MDPA
2007 Budget**

	2,007 Budget
DUES - INDIVIDUALS	10,800
DUES - CORPORATE	1,000
CLUBHOUSE USE	400
NEWSLETTER SUBSCRIPTIONS	120
Meetings (net of food costs)	5,000
Total Income	17,320
CLUBHOUSE RENT	8,400
CLUBHOUSE SUPPLIES	200
UTILITIES - PG&E	1,600
UTILITIES - SEWER	25
UTILITIES - TELEPHONE	225
UTILITIES - WATER	900
TAXES	775
INSURANCE	1,100
Net Clubhouse Operations	13,225
NEWSLETTER PRINTING	1,250
NEWSLETTER POSTAGE	550
NEWSLETTER - LABELS	50
COMMUNICATIONS-WEBSITE	250
COMMUNICATIONS-SOFTWARE	365
Net Member Communications	2,465
EVENTS	500
BOARD MEETINGS	50
OFFICE SUPPLIES	50
POSTAGE	50
PO BOX RENTAL	100
Net Miscellaneous	750

Net Change in Fund Balance	880

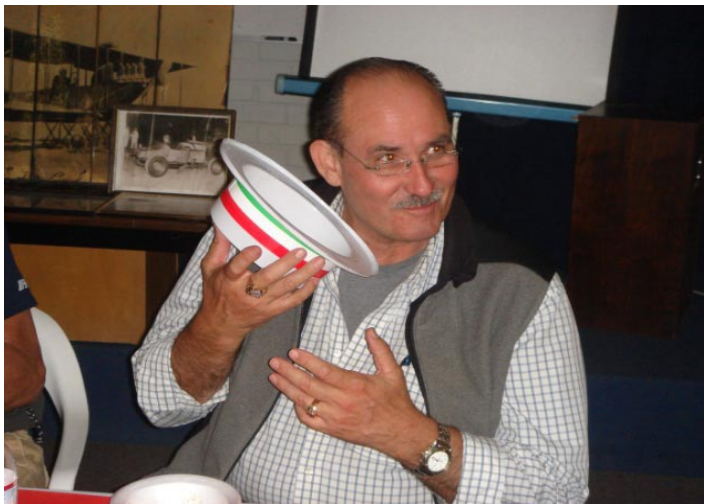
John and Jude Potter



Mark Gilcrest



Gerry Alves





Maureen Bell,
Lorraine & Leo Bartneck



Nils and Joyce
Parson



Greg Holbrook a friend and
Richard Protzel

Rebecca and Maurice
Gunderson and Rudi
Thomas





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 Unicom 122.95

Israeli F-16's Intercept Continental's Flight from Newark
 By Richard Roberts

Maybe you knew Kathy and I organize trips to Israel. We went from the 10th to the 24th of April. In Newark we changed planes to one of the new Boeing 777's. It was really great with individual screens in the back of each seat, with a setup much like an ipod. You can set up your own play lists for songs and everything. There were about 50 albums in a variety of types, and 250 movies. Anyway, everything was going along pretty smoothly until we got to Israeli airspace. ATC over the Mediterranean either didn't do the handoff, or the crew didn't hear them. In any case, we entered Israeli airspace and Tel Aviv Class B without a clearance. As you know, there is not very much space, and therefore not much time, between things in that neck of the woods. They immediately scrambled 2 F16's and 2 F15's; we had an escort! Someone looked out the window and said, "Oh look, they're giving us a fighter escort and they're waving their wings at us!" They weren't waving! They vectored us way away from populated areas and out to sea for awhile, until they were satisfied that the plane hadn't been hijacked. Then we had to land about 3 miles from the terminal and had security personnel board the aircraft to be assured that it had been a simple mistake and not a hijack.

The whole affair took about 2 hours. As we left the customs area there were film crews from the local TV station. I was interviewed. The reporter gushed, "Was it horrible? Were you scared? Was anybody freaked out on the plane?!!" No, no and no. I made the 10 o'clock news that night. Reporters are all the same, no matter where they come from! Then lo and behold, we made the front page of the paper the next day. It must have been a really slow news day. They talked about F-16's "buzzing" the plane and almost being shot down because the officials thought the plane was hijacked. They went on to talk about a plane from Libya that was mistakenly shot down in 1973. Let's whip those folks up! Anyway, in case you hear about this somewhere, there was no real problem (thankfully the Captain did EXACTLY what he was told!) and everything went just as planned for an accidental incursion into controlled airspace. I wouldn't want to be that Captain, though!

We spent the night in Tel Aviv and then had a great tour of the Sea of Galilee, the Dead Sea and Jerusalem including Bethlehem. Great trip, great to be home, great that we had no hot heads and everyone followed proper procedures. That could have really ruined our day! For more information, here is the link to the story in the Jerusalem Post. www.jpost.com:80/servlet/Satellite?cid=1176152772518&pagename=JPost%2FJPostArticle%2FShoFull

OUR
WAAS
IS YOUR
GAIN.

GARMIN SEMINAR SERIES

when June 28, 2007
7:00 pm

where Sterling Avionics
200 Sally Ride Dr.
Concord, CA 94520

what GNS 430/530 WAAS Approaches
Datalink Weather
The future of glass cockpits
GPSMAP 496
Seminar Bucks – discounts for attendees

rsvp michael@sterlingav.com
925.676.2100

GARMIN.

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Blue Skies and Tailwinds to:

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First Class Mail
Address Correction Requested