



MDPA news

August 2007 Concord, CA 925-685-7073 Volume 34 Issue 8

Meeting Notice

Date: August 17, 2007
Place: PSA Hanger
Dinner: 7:00 PM
Program: 7:30 PM
Board Meeting: N/A

Presidents Message August 2007

By Vince Siebern

MDPA rings the bell in July. We had a banner month. First about thirty people show up for our safety meeting, aircraft display, and breakfast. These meetings are worth attending. There is the breakfast, eggs, pancakes and sausage or ham, for only \$5.00. Next we have a safety meeting which is always worth attending as safety is paramount or Warner Brothers, your choice. John Potter does a great job of guiding these member participation safety talks. Then we had the trip to Montana.

Like a lot of trips this year only a few people went to Montana. John & Jude Potter plus his son and family were there. Bill Ellis, his mom, and friends flew up. Diane & I also flew up. Bill Ellis and I met at Roberts field in Redmond, Oregon where we had a lovely brunch in the airport restaurant. Roberts field is a large airport with airline service to a variety of locations. As such it has big wide runways and the people on the field are very accommodating. Next stop was Glacier Park International just south of Whitefish, Montana. Again this is a large commercial airport with airline service to a variety of locations. The airport must be underutilized because the controller was just dying to talk, as soon as I stated I was new to the area he told me every turn to take. Very helpful, I loved it. After we parked and got our car it was off to the Gaynor Resort just West of Whitefish. The Resort is a beautiful ranch with about forty horses that are used for horse rides. You will see in the pictures just about everyone on the trip went for a ride. Aside from the absolute beauty of the area, the main reason to go to Whitefish is to see Glacier National Park. Look out Yosemite, Glacier is some real competition and much bigger!

Driving around you notice everyone has a huge American made truck or SUV! The only foreign cars were the rentals. After days of fishing, bike and horse riding, golf, viewing Glacier Park and just resting up we left on the Forth of July to return to the Bay Are. I would go on this trip anytime it is offered. The Gaynors, our host for the trip, were very gracious and helpful. The area is beautiful and there are many things we didn't get to see the first time. So Bill, next year? The next trip is Sun River on August 13 thru? Two of the three members cancelled on the Aug 10 date so I have secured a condo for the 13th and the 14th (they cost less on the week days). If you are interested in going contact me, we can split share the two bedroom, two bath condo.

That brings us to our dinner. We had about fifty people attended the picnic on the green. The main course was hamburgers and hotdogs, the side dishes were a pot luck that was great. We had all kinds of salads (fruit, potato & vegi), baked beans, & desserts. After dinner we auctioned off the motor bike George Ann Garms donated to the club. The winner was Lorraine. What was special? Everyone stayed after the dinner and talked. It was one great social hour. I want to thank Pat & Tracy Peters, Pat donated the hotdogs and cooked them. Tracy cooked the hamburgers. Special thanks to Lorraine for all her help. Next month is the Casino night at PSA, so RSVP early and don't miss the fun.

Sterling Aviation rented our facility to do a Garmin presentation. First, it was a learning experience. The Garmin rep explained how the Garmin line works. He shows you how to use the thing! Next, he announced a \$300.00 price drop for the 496 and then he gave away another \$100.00 on the 496 and up to \$500 off the 530. It was a presentation well worth attending. Good job Mike Bruno!

A sad note, two of our members, Milan Haven and Bill Seemann passed away. Both Milan and Bill will be missed. Keep the blue side up.

MDPA Mailing Address

PO Box 273073
Concord, CA 94520

MDPA Officers

President:

Vince Siebern 415- 897-0861
President@mdpa.org

VP Activities:

Activities@mdpa.org

VP Programs:

Maureen Bell 925-381-7679
Programs@mdpa.org

VP Communications:

Dave Evans 925-300-6437
Communcations@mdpa.org

Treasurer/Membership:

John Levy 925-937-3444
Treasurer@mdpa.org

Membership@mdpa.org

Facilities Manager

Lorraine Bartneck 925-383-8820
Facilities@mdpa.org

Secretary:

Bob Belshe 925-376-7677
Secretary@mdpa.org

Director at Large:

Patrick Miller 925-685-3354
Arlarge@mdpa.org

Past President:

Richard Roberts 925-939-0173
Pastpres@mdpa.org

Aviation Advisory Committee

Russ Roe 925-228-0138

Safety/Maintenance:

Stewart Bowers 925-254-0804

Web / Newsletters :

Patrick Miller 925-685-3354
Dave Evans 925-300-6437
Steve Kennedy 925-370-0828

Webmaster@mdpa.org

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

Newsletter@mdpa.org

Utah Fly-in

By Jon and Lynne McWilliams

Call today to book your room at Beautiful St.. George for September 28th-30th. Don't be left out. This is going to be a great fly-in to attend. Call Quality Inn at (435)628-4481. Mention Group contact: Mount Diablo Pilot's Club account # 102215 to ensure you receive the group rate which is about a 25% discount on the rooms. The rooms are only \$75.00 plus tax for a non-smoking king. If you called without the group discount to get that same room the rate is \$99.99 for Friday and \$109.99 for Saturday. The cancellation is 48 hours, so you have nothing to lose by claiming your room today. If all the rooms are taken, there are lots of other accommodations, but you are on your own....

We plan to have a wonderful and relaxing fly-in. When you get to the airport go to the terminal and call Quality Inn and they will come pick you up. There is a pool at the motel and a continental breakfast is served. Additionally, we have 3 pools and two hot tubs in our homeowner's association. We have an exercise room to work out in. We plan to go to Zion National Park and Snow Canyon State Park.

This area is so beautiful that you will enjoy just being here. If you need golf, it is available. There are about 13 golf courses in the area. We are not golfers, please call Heather the manager of Quality Inn directly and she will help you book a tee time. The cost to play golf runs between \$25.00 (Southgate) to \$70.00 (the Ledges).

If you would like to see a play, there is a marvelous outdoor theatre called Tuachan. Friday the play is Cinderella (with live horses onstage!), Saturday the play is 42nd Street (lots of music and dancing). Tickets cost between \$21-33.00. Again, please check with Heather for help in booking tickets.

We will plan to go to dinner and take you to Zion. Don't miss this awesome chance to be with friends and enjoy some of the best scenery in the world. Call us directly if you have any questions. Make your decision to go. When else are you going to have such a great opportunity



to do so much for such a short and close fly-in? Our phone number is (435)628-3345 email n70pw@yahoo.com. Looking forward to seeing you!

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.

MDPA SAYS GOODBYE TO TWO OLD FRIENDS

Bill Seemann 1913-2007 -- Milan Haven 1915-2007

This past week marked the end of an era for MDPA as we lost two long time members and valued friends and pilots, Bill Seeman and Milan Haven. Milan passed away Friday, July 20th followed by Bill on Saturday, July 21st. Both men were well known on the field and aviation was a central focus of their lives.

Bill Seemann was born on a small farm in Western Kansas somewhere in the middle of a group of 11 brothers and sisters and so left home at an early age to make his way in the world. His interest in aviation began early as well and at the age of 15 he learned to fly from a local farmer who owned an Alexander Eaglerock biplane. Bill worked as a hired hand for \$2 a week and paid it back for airplane lessons on Saturday.

During the depression Bill and his brothers worked on the assembly line in Detroit during the winter and in Oregon as lumberjacks in the summer "riding the rails" in between and in the early thirties Bill landed a job working as a laborer on the Grand Coulee Dam in Washington state. This began Bill's long career working in construction and he quickly advanced from telephone operator to oiler to crane operator or "operating engineer".



During the thirties and forties, Bill worked on many other well known construction projects including Boulder (now Hoover) Dam, the San Francisco Bay Bridge, Shasta Dam and Friant Dam.

During World War II, Bill joined the Army and was assigned to an Engineering Company and trained under General Patton, learning to build airstrips in record time in the Southern California desert in preparation for the invasion of North Africa. Many of those lonely airstrips that we now see in the desert (Blythe, Chiriaco Summit), were the product of Bill's training.

But Bill's military career was short lived. Shortly after his arrival in North Africa he was accidentally injured by a discarded Italian hand grenade which left him temporarily paralyzed and unable to walk. He spent the rest of his time overseas in a hospital in Cairo and was eventually returned to California for rehabilitation and separation from the service.

After recovering from his injuries, Bill returned to the construction business as a crane operator working on many projects in Central and Northern California and flying and earning an A&P certificate in his spare time. In the 1950's after meeting his wife, Avis, he relocated to Concord and became a familiar site at Buchanan Field. One of his early planes was an Ercoupe and he was a member of the Ercoupe Club and an early member of MDPA.

After his retirement, Bill was known as a "man Friday" at General Air Services (now the MDPA clubhouse) and became the unofficial manager of the Port-A-Port Hangars under Kim Lily. He was an active member of MDPA (although never an officer) and was always ready to lend a helping hand to his fellow pilots. In the 1990's Bill had the distinction of recruiting the most new members for MDPA and was the official Chief Pancake Flipper (with certificate to prove it) for the pancake breakfasts in those days. For his ceaseless contributions to the club, Bill was made a Lifetime Member of MDPA, the only person so honored in the history of the club.

Bill was able to keep flying well into his 80's, his last airplane being a Cessna 172XP and although in recent years, when the effects of Bill's war injuries returned and it was increasingly difficult for him to get out, he was always ready for his next flying adventure.

Bill was 94 and will be interred at Oakmont Cemetery in Lafayette along side his loving wife Avis.

R.. Milan Haven began his aviation career by graduating from the Boeing School of Aeronautics, Oakland, California, in 1937. He proudly displayed on the lapel of his jacket a diamond and gold pin awarded to

him by the FAA for continuously possessing an airframe and powerplant (A&P) certificate for 50 consecutive years. He received a similar award for 50 consecutive years as a certificated pilot.

Milan Haven has mentored more pilots and mechanics in his career than anyone we know. You will find Milan's aviation progeny flying at every major air carrier in the United States and in many corporate flight operations.

In April of 1941, Milan soloed in a 40 horsepower Taylorcraft at Van Nuys, California. When war was declared in December of that year, the US Government needed him to work as a Civil Service aircraft mechanic at the Alameda Air Station in Oakland, California. Milan's job was to provide maintenance for Navy planes of all kinds: SNJs, PBYS, R4Ds, F6Fs, TBMs, and many others. He served in this capacity until the end of the war.



After the war, Milan went to work as an aircraft mechanic for Matson Navigation, owners of a steam ship line out of Oakland, California. Matson flew DC-4s on Hawaii routes and one of their first Captains was Ernie Gantt. With general aviation developing into an industry during these years, Milan saw the opportunity to open his own aviation business.

The Civil Aeronautics Administration issued an Air Agency Certificate to Milan's newly formed Metal Air Specialties Flying School on February 15, 1948 located here on Buchanan Field (Milan's Metal Air Specialties is the only business mentioned in the instrument of transfer from military to civilian use). Milan chose for his trainer aircraft the all-metal Luscombe made in Garland, Texas. He then set about training hundreds of pilots and mechanics.

Milan's favorite flight student was his wife, Joyce. Joyce became Metal Air's chief charter pilot. She flew Metal Air's Beechcraft Bonanza and Model 18 all over the US, Canada and Mexico.

One day while Milan was working in his shop, he heard the distinctive sound of a P-51 Mustang flying low overhead. The mighty Mustang landed and taxied to his ramp. Out jumped Joyce, proudly announcing to Milan that she had just purchased the aircraft for \$1,150.00.

After catching his breath at the sight of Joyce flying the Mustang, he decided that with a beautiful and skillful pilot for a wife, he'd better just volunteer his services as crew chief and keep the Mustang in perfect running condition. Joyce used the aircraft to fly passengers between Buchanan Field and Reno, Nevada. Her flying skills and antics in the Mustang were legendary in the Bay area!

Around 1958, Milan's interest turned to corporate flying. His first corporate flying job was in an Aero Commander twin-engine piston aircraft. The company he worked for had business in San Juan, Puerto Rico, and Milan flew the Commander between California and Puerto Rico on a regular basis. The leg between Florida and San Juan required the exceptional flying and navigation skills which Milan has been known for throughout his career.

In 1965, Milan went to work for Flying Tigers in Oakland, California. Tigers was a dealer for Learjet under Alan Paulson, who was the West coast Learjet distributor. Milan and John Lear headed up the charter marketing and flying for the Learjet division of Flying Tigers. In preparation, Milan attended the first ground and flight training school held in Wichita, Kansas at the Lear factory. It is significant to mention the fact that Milan was 50 years old when he transitioned into Learjets from piston aircraft. Many pilots in the early days of the Lear were unable to make this transition.

After his stint at Flying Tigers, Milan spent 8 years flying Lear 23 serial number 25 for Guy F.. Atkinson's construction company and two years flying the Lear 24 for Nan Carrow's restaurant chain.

On September 1st, 1977, at age 60, when most pilots quit flying, Milan accepted the chief pilot position

for Continental Aviation Services, Inc. flying a Lear 24E. Continental Aviation Services was the flight department for Systems Integrators, a Sacramento, California based company owned by James P. Lennane. Systems Integrators developed computer software and workstations allowing newspapers to easily lay out full page classified advertisements. As the company grew, so did the flight department. The company operated as many as five Learjets at one time.

At age 70, Milan checked out in the company's Grumman Gulfstream II. Be assured that Flight Safety and later Simuflite spared no horses in challenging Milan's flying ability when he showed up for simulator training. Age discrimination? You better believe it. Always the pro pilot, Milan championed every challenge. Milan's last responsibility before retiring from Continental Aviation in 1989 was to do the acceptance flights at Gulfstream on a brand-new Gulfstream IV owned by Mr. Lennane.

After his retirement, Milan started up Metal Air Specialties again in a hangar just south of the current MDPA clubhouse where he provided maintenance and IA services to Concord area pilots up until the time of his death.

Milan experienced a truly exceptional aviation career beginning with loading mail and performing maintenance for United Air Lines to heading up major corporate flight departments flying the most modern, glass-cockpit aircraft available. There is no way to know how many pilots and mechanics Milan mentored during his long and distinguished career. However, Milan claimed that no one from his flight school operation or corporate flight departments was ever injured or killed in an aircraft accident.

Milan was 92 and leaves his wife and life long flying partner Joyce. A memorial service to be held sometime in September is yet to be scheduled.

Casino Night – August Dinner

By Maureen Bell

The August MDPA dinner will be a Casino Night sponsored by Greg Holbrook of PSA and Maureen Bell. Greg will be handling the dinner and Maureen will either be running the Casino or running away!

Date and time – Friday August 17th at 7pm in the PSA hangar. Tickets are on sale now at PSA - \$18.00 in advance or \$25.00 at the door. Price includes a great Chinese-American dinner and your gambling chips. Entertainment includes craps, roulette and poker – cash prize for first place plus prizes for second and third place.

Don't forget, hike on over to PSA for your ticket then get on your game face and we'll see you at 7 pm at PSA hangar.

After a fun night at the Casino, taxi over to PSA between 1100 and 1500 on Saturday, August 18th and fill up your tanks at a rock bottom price, then enjoy a BBQ lunch courtesy of PSA. (See Details in PSA's Ad. - Ed.)



Annual July Picnic – Was a Family Affair!

By Steve Kennedy

The annual July hot dog and hamburger picnic was a huge success. The hamburgers and hot dogs were provided by MDPA, and the appetizers, salads, side dishes, and desserts were "pot-luck". What a great selection we had too. There were chicken wings, chips, pasta salads, fruit salads, beans, pies, and probably a few things I missed. Oh yeah, we had grilled burgers and dogs too. The weather was perfect, not too hot, and not too cool. And to top it off, we auctioned off that wonderful airport transportation scooter donated by George Ann Garms called a Yamahopper. The winning bidder was Lorainne Bartneck. Many members brought their children and grandchildren. It was a great family night out!

“Big Sky” Montana

By John (& Jude) Potter

“That was one heck of a wonderful trip headed up by Trip Captain Cowboy Wild Bill Ellis.”

Three aircraft made the trip, **Siebern’s**, Potter’s and Bill’s. The ranch was classified as a “Guest” Ranch since it did not do the same 100% babying like a “dude” ranch. No “Dudes in our group! In general, the Gaynor River Bend Ranch was a horse ranch that ran organized trail rides for other outfits.

Jude and I (with dog) arrived on Saturday afternoon after a fuel stop in Burns, Oregon. Weather was good all the way into Kalispell where we were picked up by my son and his family. We shared a very comfy cabin for 5 days. Bill brought his most recent girl friend (his most delightful mom) and another charming couple from Piedmont.

I had used Air Nav to get details on Kalispell GPI airport, as well as Whitefish, but really did not carefully read the info I had printed out. I got the fuel from the FBO at a premium price and then had to suck-it up when they said that they were going to charge me a hefty parking fee to-boot for the 5 days. (When leaving I told them I would barf so ultimately they did not charge me when I started making noise about talking to the management.) One way or the other they had you since GPI had no transient parking other than the one and only FBO. Bill had done his homework. He fueled at the self-serve fuel depot but he had to pay for parking at the FBO measured by aircraft weight. Bill always does his homework when it comes to money and he got his money’s worth I guess because they greeted him with a red carpet and a fire truck. (For the next visit, I got it figured out. Fly direct to the little airstrip in Whitefish with less than 50% fuel and then, on departure, fly to GPI and self-serve fuel and then use the long runway for leaving with a load.)

Jude and I “rested” for most of the visit while our hyper kids mountain biked, white water river rafting, hiked did Frisbee-golfing and covered Glacier Nat’l Park. There is plenty to do on the ranch and in the surrounding area and there is something for everybody. We did join them for the western town 4th of July parade in Kalispell and the fireworks outside our cabin door; compliments of the heir of McDonalds whose 40 minute display from her ranch equaled that of any bay area town.

Vince is a mountain bike guy so he hung out with the youngin’s. Jude and Diane, along with Wild Bill, rode the horse trail. (That was the first time in almost 18 years that Jude had gotten on a horse, and she owned one for 4 years!)

I just continued “resting,” with my early evening multiple lite “Coors” and reading material. Every once in a while I’d open my eyes and look around for bears.

Bill did take his group on a Grand Tour of the Canadian round-about the Glacier National Park and we didn’t see them until very late that night-----seems that it was a heck of a long country drive for his mom--and she probably told him so. Vince was not seen on a horse, except this one--- intended for the kids (surprised the management didn’t kick his butt!).

The ranch meals were on a pay-as-you-go basis and were stupendous. Don and Nancy Gaynor outdid themselves with the food they put out. All agreed this was a great trip and a four-star ranch that deserves a return visit. I would go back in a heart beat.

Jude and I returned via Idaho Falls after staying over night in the mining town of Phillipsburg where we had friends. High elevation, hot, short strip---had to leave before 0900 the next morning. We made a fuel stop in Winnamucca but since I lost my flaps inbound could only take on a partial fuel load in order to get out. At 4740’ elevation, hot and no flaps it was not a comfortable take off, but the runway was 7000’ long and that made all of the difference. I think I used all of it before allowing the aircraft to rotate.

Giddyup!



STERLING FLIGHT



With the New Year bringing in weather concerns wouldn't it be nice to have weather in the cockpit

**Stop by Sterling and see the new cool products available!
Discover the Difference in Concord**

Tel: (925) 676-2100 → Fax:(925) 676-5580 → Unicom: 122.95



Steve's Mystery Picture of the Month



Bob Belshe and Stewart Bowers



Vince and Mathew



The Yamahopper



Food, food, and everywhere food.



**Pacific
States
Aviation**



Complementary BBQ lunch catered by:



Sizzlin Self-Serve Special

Taxi on up! UNICOM - 122.95

**TAXI IN FOR THE FUEL...
STAY FOR THE FOOD!**

ONE DAY ONLY!

Saturday, August 18th from 1100-1500 Local

**Taxi up... We'll pump avgas
at rock-bottom pricing!!!**



Pacific States Aviation
51 John Glenn Dr
Concord, CA 94520
(925) 645-4400
Unicom 122.95

Mt.. Diablo Pilots Association
PO Box 273073
Concord, CA 94520

Blue Skies and Tailwinds to:

In This Issue:

- 1 Presidents Message
- 2 Coming Up, St George, Utah.
- 3 MDPA Says Goodbye
- 5 Casino Night in August
- 6 Big Sky Country

First Class Mail
Address Correction Requested