



# MDPA *news*

Oct 2000 Concord, CA 925-685-7073 Volume 27 Issue 10

## Meeting Notice

Date: Oct 20, 2000  
Place: MDPA Clubhouse  
Dinner: 6:00 p.m.  
Meeting: 7:30 p.m.

Board Meeting: Oct. 18, 2000  
Next Meeting: Nov. 17, 2000

## President's Message

by Bob Lively

Labor Day has come and gone and I guess that means summer's over. Except for some weird local weather we have lots of good flying weather ahead. Several members took advantage of our excellent fall weather to fly up to Modoc county and soak in a naturally-fed hot tub. Nancy's got more to say about that below.

There are plenty of MDPA activities still coming up. For the golfers in the club there's an end of the summer golf package up to Fall River Mills the

last weekend of this month. This is a must trip for golfers and is filling up fast so call me for info if you're interested.

Thanks to all the cooks and Dennis's efforts to upgrade the dinners we've been treated to some scrumptious meals and the well attended meetings show that people appreciate the extra work. Coming up in December we have the holiday party, which is always a fun event. With the new year will come new officers and a sumptuous installation dinner. If you're interested in being a guest of honor, call

me and I'll make you President. Seriously, we have some slots open on our Board and despite the work it's a lot of fun to be really involved in the club. This is just a sampling of events and activities that are coming your way so watch the listings in the newsletter and monitor the Web page for things of interest. We wouldn't want anyone missing out on what could be a trip of personal growth and memories that could possibly last a life time. Don't laugh it could happen.

## A Note from the Editor

My apologies for getting this issue out a week later than usual. I've been trying to catch up after a lengthy trip "back home" to visit my mother in Tennessee and North Carolina. Way too much time in a 737 and way too little in the Archer! Many thanks to my husband for taking a disk and mumbled instructions to the copy shop and producing the finished product. And a HUGE thanks to everyone who contributed to this issue!

Our trip to Surprise Valley Hot Springs was a lot of fun. A day or two before the trip, our hosts at the spa learned that Cedarville Airport was closed for repaving! No problem, they said... just land on our driveway. Early arrivals scouted a mag heading and wind for the laggards without any speed mods. I arrived to find about 40 people lined up to watch and film my landing; it was a tour group who happened to arrive shortly before I flew in. We enjoyed massages and hot tub soaks and a restaurant where a "steak" approximated a side of beef. Patrick noticed a couple of barbeques behind the villas; perhaps we can grill a lighter meal (say, less than a pound of boeuf per person) for lunch next time.

-- Nancy



Planes, pilots and Young Eagles line up on the MDPA ramp.

The Airport Advisory Committee meets on the 3rd Tuesday of every month at 7:30 p.m. at the Airport Manager's office.

*If you're not currently a member...*

## Join MDPA!

Check out the many benefits of an MDPA membership on page 6 of this newsletter. You'll find an application form on the inside back page. Dues for new members and renewals should be sent to:

Paul Chelew, Treasurer  
MDPA  
3157 Diablo View Road  
Lafayette, CA 94549

## Remembering Rory Robinson



MDPA Members Joe Chagas (L) and Rory Robinson in the 1999 Hayward Air Race

The Mount Diablo Pilots Association lost a valued and enthusiastic member on September 10 with Rory Robinson's untimely death after a 4 month battle with cancer. Rory hated flying commercially and his wife, Carol, bought him a demo flight in 1983 in an attempt to get him more comfortable in airplanes. As a result he got hooked on flying and became a pilot shortly thereafter. He owned and flew three different airplanes in his 17 years of piloting: a Cessna 182, a Piper Aztec and a Cessna 210. Rory joined MDPA in 1989 and served as VP Communications in 1998-9. Rory and Carol sponsored a club fly-out to Borrego Springs, where the duffers of our group enjoyed a fine golf outing and everyone enjoyed the Robinson's hospitality at a swim party. He also participated in and took the photographs of our trip to Lemoore in 1998. Other folks remember golfing with Rory and Carol in a lightning storm at Sun River. The most lasting part of MDPA is the memories you take away and Rory is a big part of those memories. He will be missed.

## LA PAZ – From Here to There & Back

by Jon and Lynne McWilliams

Got the phone call early Saturday morning, about 7:00 a.m. from Bill Landstra that they'd leaving CCR at 9:00 A.M. We anxiously gathered up our stuff and headed to Byron. We met them in the valley just over Byron Airport. We hadn't left Friday afternoon as planned due to weather. Due to the ceiling, we flew at 2500 AGL. Once we got to Bakersfield, there was some blue in the sky, and we climbed to 7500 ft, crossed the Tehachapis, then landed at Fox Field for breakfast. Back in the air, next stop: Calexico.

With much help from Bill and Suzie, we were able to file our International Flight Plan for San Felipe MEXICO! We departed Calexico, made a left crosswind turn and... we were in Mexico! Opened our Mexican flight plan with San Diego Radio. Now we only have the pilot to pilot frequency to communicate with Bill and Suzie and a few other Mexican flyers. We have left behind Flight-Following and FlightWatch.

Bill soon pointed out to us the incredible view of the landscape below. There were images in the sand that looked like oak trees due to changing tides and meandering rivers. There were mountains to the west. To the southeast was the Sea of  
Continued on page 5

## New MDPA Members

Let's all give a warm welcome to our new members:

- Joe & Donna Peters, of Alamo (C182)
- William (Bill) Pladson, Pittsburg
- William (Bill) Ellis, M.D., Lafayette (PA28-235)
- Roland & Isabell Sears, Orinda

## Nice Catch, Paul!

There's one thing about being a member of the MDPA Board: it's never dull! You get to have your fingers in a lot of pies, such as fly-outs, pancake breakfasts, golf outings and... sewers. Although the MDPA clubhouse has used a septic tank system during the entire time we've been in residence, we have been paying the County for sewer charges. Our Treasurer, Paul Chelew, caught this error and took it up with the bean counters, and as a result the Airport has sent a letter telling us that we will soon be receiving a refund check in the amount of \$855.22 for past years' erroneous payments. A nice boost for the Treasury!

## Never Again

We were cleared for landing 32R by the tower, to follow behind the Duchess, when I looked and saw said Duchess beginning a climbing left turn just outside my right window!

We were returning from a very pleasant weekend morning flight back to CCR and yes, the activity had picked up. Already a Baron was doing 360 degree turns over Clayton to keep from overtaking us (why?) Oh well, he was behind us. We were arriving by way of Clayton descending from 2000' and told to report 2 mile right base for 32 right. A Duchess was in the pattern and three helicopters were calling in, as well as one missed approach from Travis. The controller was intense and busy.

The calls finally eased about the time for our report, but the controller beat us to it: "Say position?" We reported just past the abandoned airport (2 mile right base) at 1000'. We were then cleared by the tower for landing 32R to follow behind the Duchess abeam the numbers. Hmm....abeam the numbers is close. Traffic not in sight. Hmm....a Duchess is a fast twin, right? My passenger was pointing out the Baron following us who had asked to be given 32L (again, why? We are a slow little airplane who would have been happy with the left!) At least he was behind us. Then I looked right once again, this time seeing the Duchess and its two huge, big twin propellers beginning a climbing left turn just outside my right window! Next I heard, "Duchess now follow the plane, you are #2."! Though, only a very few seconds had passed since the controller's previous transmission.

Our landing was uneventful and we were thanked by the tower for our co-operation in executing a short approach as per their request. Yet the landing was shaky from my seat. I will forever thank that Duchess who saw us and turned away, rather than looking elsewhere during their downwind leg.

We may think we are protected in the tower controlled environment, but we must always **see** and **avoid**. I will be more watch more carefully in the future and question instructions given me. I will also lobby for radar.

-- Anonymous

# Herding Tsessebe in a Cessna 206

By Chris Rossi

...And the answer is: "*The fastest of the African antelope, they have been called 'inquisitive to the verge of stupidity.'*"

If you mostly lose at Jeopardy, like me, you may have had to read this title twice. And no, our faithful newsletter ace didn't misspell a thing. I do know, however, I had to call my wife Michelle to get the correct spelling of this African animal from the antelope family. The Tsessebe (pronounced Tess-bee), fastest amongst the antelope, was just one of the many animals we had the pleasure of seeing on a recent vacation and safari in Botswana, Zimbabwe, and South Africa.

While the "bush of Africa" beholds many wonders, I of course was keenly interested in the flying we were able to do as we air transferred from various camps—3 in total. The owners of the charter company were friends of our group, operating somewhere in the neighborhood of 18 aircraft—a mixture of Caravans, Islanders, C210s, and C206s, with the C210s doing most of the grunt work off undeveloped strips. These young "bush" pilots, mostly from South Africa, Australia, and New Zealand were all very nice and more than happy to let me co-pilot once airborne. Big surprise, the navigation is primarily GPS but each pilot has to prove first he can visually navigate by the Mark One, Model Zero EYEBALL. This is difficult across the Kalahari Desert and Okavango Delta as the terrain is basically, as one pilot put it, "a village here, a village there with a scattering of hippos and elephants." None of the animals appeared on the chart as checkpoints or nav-aids! Pilotage and dead reckoning remains alive and well despite the push button age. These young pilots clear about \$1000 a month (U.S.), live in modest bachelor styled

accommodations (like bears with furniture), log about 600 to 800 hours a year, and are experts at short take off and landing from unpaved strips. Did I say unpaved? Well, not exactly. The airstrip is where old world literally meets new world. Large termite mounds (60-80 years old), which are basically the waste secretions of these insects, yield a clay/cement type substance which when rewetted and dried make an excellent surface from which to launch and recover aircraft. Who knew? Did I mention that getting a Cal-Trans crew out to these remote areas with asphalt just isn't going to happen!! Not that they'd work there, either....

Animals like the open airstrip environment (like MDPA members) as it gives them a clear view of the bush and any predators that may lurk nearby....like FAA inspectors. This, of course, makes the pilots nervous as they never know which direction an animal is going to run once the aircraft approaches—especially on take off. So, on our final trip from Jao to Lanseria our trusty bush pilot proceeded to use his C206 much in the way a shepherd uses his sheepdog and we rushed a bunch of Tsessebe and herded them off the runway.

"Clear for take off" takes on a whole new meaning and I guess Man truly remains the greatest predator....that or the Cessna 206.

While the Bushmen we met seemed interested, I couldn't coax them into a game of horseshoes, which means Bob's President's message on wagering has far reaching Presidential powers....

My next target is Alex Trebec! " *'What is the Tsessebe?'*, Alex."



Flight guidelines at Vumbra, Botswana airstrip - warthogs, beware!

## Young Eagles Rally & Pancake Breakfast

On Saturday, September 23rd, MDPA hosted Concord EAA Chapter 393 for a Young Eagles Rally, and served up a pancake breakfast to attendees. This turned into a real all-airport affair as the CAP cadets came out to help with flight line access control. Dennis Byron organized the event, and did some of everything to make it successful. Patrick Miller, Teeb Thomas and John Potter manned the grill (with an assist from Guy Shields' son Brian). Michelle Rossi served up plates in the same winning manner as Chris serves up horseshoes, and Mary Byron and Nancy Miller helped out just about everywhere. We even made a small profit. Several of our members also were among the EAAers giving Young Eagle rides. Special recognition also should go to Dick Rihn and Bill Landstra who gave rides to a couple of late arrivals who showed up just before 3 PM.



Teeb, Pat and John man the grill.

# General Membership Meeting Minutes

Friday Sept. 15, 2000

President Bob Lively opened the meeting at 7:30 P.M. Bob asked the members if they would consider changing the meeting time to 7:00 P.M. No action was taken at this time.

## ACTIVITIES REPORT

Bill Landstra was not present. Dennis Byron spoke about the pancake breakfast for the Young Eagle Rally to be held Sept. 23. Several members volunteered to help at this event.

Bill and Suzie's daughter has volunteered to cook for the October meeting.

## FACILITIES REPORT

No report due to member not present.

## TREASURER REPORT

We have 98 members. Paul recieved a letter stating that we would get a refund check for \$855. The club had been billed and paid for sewer services for several years. Paul wrote several letters to correct this. Paul noticed that U.S.A. has marked the area in front of the clubhouse. It appears that we are going to be hooked up to the sewer system.

## MEMBERSHIP REPORT

Chris Rossi showed us the new brochures that highlight MDPA. They are in color and feature a picture of the clubhouse with some members planes tied down. Chris has posted them at local airports and other locations that pilots visit.

## COMMUNICATION REPORT

Nancy again got applause for the great job she is doing, even though she was not present to hear it.

## SAFETY REPORT

Dick gave a talk about "When the rubber meets the runway." He reminded us that with the season changing, wet surfaces will be something we need to pay attention to. He discussed three types of hydro-planing and suggested techniques for maintaining directional control.

## GUEST SPEAKER

Arnold Peterson has been on the field since 1976. He updated us on many important issues that face pilots at Buchanan Field. There is a new round of noise complaints by folks who apparently have enough time to go to meetings. An airport subcommittee has been formed which has taken over duties that the airport manager normally does. The airport subcommittee meets on the third Wednesday of the month at 3:00 P.M. at the Contra Costa Board of Supervisors Chamber 651 Pine Street, Martinez

California.

The Airport Economic Impact Analysis done by ERA is favorable to the airport. CCR provides 664 jobs and has a \$77 million impact. More noise is generated by Hiways 242, 680 and 4 than the airport.

The number of airport operations will decrease due to the loss of helicopter activity. Our Federal funding and tower operations are affected by the number of flights. Sacramento Executive experienced a decline in operations and now has a contract tower. Oakland and San Jose airports are favoring commercial over general aviation activity.

Please attend any meetings regarding airport usage. The facts are favorable to private pilots, but if they are not presented, a negative situation can develop.

The Aviation Advisory Committee meets the third Tuesday of each month at 7:30 P.M. at the Airport Managers office 550 Sally Ride Drive, Concord Ca.

Arnold chairs the Airport Coalition meetings, which is attended by FBO's. The National Air Transportation Association is soliciting nominations to identify a list of the 100 airports in the United States most in need of attention to be fully functional. NATA is located at 4226 King St. Alexandria, Virginia 22302. Tel(800)808-6282fax (703)845-8176 E-mail: acebula@nata-online.org. Nominations must be received by Monday Nov. 13, 2000.

Motivator was won by Jon McWilliams.

Respectively submitted, Lynne McWilliams

## Will Fly for Food

by Nancy Miller

October is here, and the frost is on the pumpkin. The days are getting shorter and cooler, the skies more dramatic with clouds, and we can still be happy to live in California instead of those nasty midwest states which get brutal snow and bitter cold. But even in California, it's time for CHILI.

In the absence of our esteemed Dinner Coordinator, Dennis Byron, who's going down south for some alphabet soup Expo, Patrick Miller has agreed to serve up his famous chili for the October meeting. Those of you who were at the recent Pancake Breakfast will remember that Pat's no slouch behind a cookstove, and this chili is memorable, with big chunks of beef (no ground hamburger!), kidney beans, and tomatoes simmered for hours. Served up with the fixin's and it's a great fall meal.

### Menu for Oct. 20

- Pat Miller's Famous Chili
- Cornbread
- Salad
- Dessert
- Coffee, drinks, beer and wine



# Calendar of Events

## OCTOBER

- 14 **Clubhouse Clean-up:** 9:00 AM to 12:00 PM at the clubhouse
- 14 **Lunch Bunch Fly-in:** 11:00AM at the clubhouse
- 20 **MDPA Meeting:** 7:30 PM at the clubhouse Dinner at 6PM  
Speaker: Sen. Richard Rainey
- 28-29 **Fall River Mills Golf Outing:** Contact Bob Lively, 925-798-1028.

## NOVEMBER

- 11 **Clubhouse Clean-up:** 9:00 AM to 12:00 PM at the clubhouse
- 11 **Lunch Bunch Fly-in:** 11:00AM at the clubhouse
- 17 **MDPA Meeting:** 7:30 PM at the clubhouse Dinner at 6PM  
Speaker: TBA



SPOT ON! in the pretty little Citabria (Photo by Steve Elefant)

## DECEMBER

- 9 **Clubhouse Clean-up:** 9:00 AM to 12:00 PM at the clubhouse
- 9 **Lunch Bunch Fly-in:** 11:00AM at the clubhouse
- TBA **Holiday Party!**

LA PAZ -- Continued from page 2

Cortez. Soon Bill was contacting the tower at San Filipe. We followed suit.

Upon landing, Bill and Suzie went right in to see the officials. We taxied for fuel. A nice young man came out to fill up the plane along with an armed guard. He took a look in the plane and seemed satisfied. He told us to go to the terminal to see the officials. This went well, we only had to talk to 6 officials, pay our fees, and head to our next stop, Alfonso.

We were a bit apprehensive about landing at a non-paved runway (read Lynne was very nervous). We landed without incident. Bill rewarded us with a very cold beer. We looked around and realized that our aircraft would be parked no more than 30 feet from where we would be sleeping. The couple who run the hotel were happy to see Bill and Suzie again. We walked a short distance to the patio which overlooks the bay. We sat down and promptly were given ice cold beers on the house. As we enjoyed the view, other pilots were interested in where we were from and how our flight had been. After a great dinner of fresh seafood, we retired.

Upon first light, we were awakened to a sight not often seen by us Bay-Area dwellers. The sunrise was one of legend. A golden shimmer on the horizon, which transformed night to day, made us feel excited for what adventures may lay ahead.

After breakfast the next adventure started with taking off on a sand runway. Once again in the air, we were struck with the beauty around us. Once reaching cruising altitude, we could see the mainland of Mexico to our left, the sea of Cortez, the peninsula of Baja below us, and the Pacific Ocean to our right.

We saw numerous bays with clear blue water and islands of various size. We actually did see traffic. There was a Caravan on an airway from Guerrero Negro to Hermosillo. That got our attention as it crossed between the Maule and the Grumman at our same altitude.

We stopped for fuel at Loreto. We flew over many beautiful bays. Before La Paz, there is the Mexican Grand Canyon. There are not any flight restrictions over this grand canyon.

We landed at La Paz. We took a taxi to Bill and Suzie's Colonial home. We enjoyed three wonderful days around their pool, walks to town, a day at the beach, meeting their neighbors, wonderful dinners at various restaurants, and just relaxing.

On the way home we stopped at the famous Hotel Serenedad. We had a great time sitting in the pool and sipping a cool one. A gentleman came to us and asked if he could be of any assistance. He wanted to show us the local sites. We explained that we were on our way home, but were planning to walk to town for dinner and could use a ride back to the hotel.

We left the hotel for the walk along the river. We were accompanied on our one and a half mile walk by about one million mosquitoes. We got relief at the local store by purchasing OFF. We enjoyed a great dinner but were not anxious to walk back down the river path. Lo and behold, right on time, our new friend, the taxi driver was there. What a welcome sight! Gotta love Mexicans.

The next day, we got up early to fly back home. We had a short flight to San Filipe where the same officials treated us well, and asked to come back. We think we will.

Bill and Suzie, thank you for an adventure that we never would have experienced without you.

# Mt Diablo Pilots Association, Inc.

The Mt. Diablo Pilots Association, Inc. is a non-profit organization whose purposes 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 County Airport Advisory Committee and other governmental agencies concerned with aviation.
- To be proxy on aviation matters of community concern for its membership.

## Officers:

President	Bob Lively	925-798-1028
VP Activities	Bill Landstra	925-283-3331
VP Programs	Leo Saunders	925-676-7766
VP Membership	Chris Rossi	925-634-5211
VP Facilities	-OPEN-	

Secretary	Lynne McWilliams	925-516-1840
Treasurer	Paul Chelew	925-933-2400
VP Comm.	Nancy Miller	925-685-3354
Director at Large	Daniel Meredith	925-687-2947

## Committees:

Motivator	-OPEN-	
Airport Advisory	Russell Roe	
Dinner Coordinator	Dennis Byron	925-934-1750
Safety/Maintenance	Dick Rihn	925-938-4236



## MDPA Membership

TO: NEW PILOTS IN THE AREA or OLD/YOUNG ONES THAT NEED A PLACE TO TALK AIRPLANES

You are invited to join the Mt Diablo Pilots Association, better known around Buchanan Field as MDPA. The association is a family-oriented club with events throughout the year that include monthly meetings with speakers on aviation topics, regular fly-ins, and trips to a variety of places in the West. The focus of the club is to promote safety and aviation education and to be proxy on aviation matters for its membership.

Membership dues are \$120 per calendar year, only \$10 per month! This provides for the use of the clubhouse, the monthly newsletter, and nametags. Dues also help to sponsor club activities such as the Christmas party and summer picnic.

With discounts offered to MDPA members by businesses on the field your membership can pay for itself.

## For Airplane Owners:

- Pacific States Aviation, 12¢/gal. Discount on fuel
- Sullivan Propeller Specialists, 5% discount on prop balance
- Rent-A-Wreck of Oakland, 15% discount on car rentals
- Hoses Unlimited, 10% discount
- Buchanan Aviation Services, maintenance rate of \$55 per hour for all active members (\$5 off regular shop rate)
- Tie-down at CCR for only \$50 per month (space available basis)
- Fabulous food and beverages served once a month at meetings for only \$6-9 a person
- Fellowship, information sharing, safety education: priceless!

As you can see, your MDPA dues could pay out five times over—and more! Off the ledger sheet, consider the luxury of access to a fine clubhouse with a great view of CCR and Mt. Diablo. Imagine the fun of spending time with some very nice people. Think of the opportunities to fly into interesting places. And don't forget the benefit of access to information about the airport and a voice for aviation in and around CCR and other local airports.

Good fun—and all of this for only \$120 a year.

*Disclaimer. Your returns will vary according to the amount that you utilize the facilities available to you. However, the potential savings opportunities are there for you.*

## Classified Ads

Classifieds are free to MDPA members for non-commercial purposes.

### Hangar Wanted

Wanted to rent: Hangar Space for a nicely recovered Citabria (wings 33', fuselage 25') that is flown twice a week, though we hope to fly more often. Willing to pay up to \$150 for shared space. Call 925.933.4558.

### Avionics For Sale

Because of a recent avionics upgrade, Guy Shields has the following radios in search of a good home:

- KX170B Nav/Comm- Excellent condition
- Northstar M1 LORAN and associated mounting hardware

Both or separate...make offer. Guy Shields 707-746-8600





- Upcoming Clubhouse Cleaning days:**
- ✓ Saturday October 14th
  - ✓ Saturday November 11th
  - ✓ Saturday December 9th

Each month, MDPA has Clubhouse Cleanup days, often followed by a fly-out for lunch with the Lunch Bunch. It's a great way to meet other club members and nobody wants to spend all day cleaning or trimming shrubs, so we don't! But many hands make light work and we'd like to encourage those who haven't been joining us for a little light maintenance each month.

## Have you seen your clubhouse lately?

Mt Diablo Pilots Association  
200 Sally Ride Drive  
Concord, CA 94527

### In this issue:

- La Paz - Here to There & Back
- Never Again!
- Herding Tsessebe in a C-206
- Fall River Mills Golf Outing

Blue Skies and Tailwinds

To:

First Class Mail  
Address Correction Requested