



MDPA *news*

August, 2004 Concord, CA 925-685-7073 Volume 31 Issue 8

MEETING NOTICE

Date: Aug 20 2004
Place: MDPA Clubhouse
Dinner: 6:00PM
Program: 7:00PM

Board Meeting: Sept 15 2004
Next Meeting: Sept 17 2004



The Airport advisory committee meets on the 3rd Tuesday of every month at 7:30 PM at the airport manages office.

If you're not currently a member ...

Join MDPA!

MDPA membership has many benefits, including discounts on tie-downs, fuel and services.

Dues are \$120 (\$60 for half-year beginning July 1) and should be sent to:

MDPA
PO BOX 273073
CONCORD, CA 94520

PRESIDENT'S MESSAGE

Well here we are, summer is half over and I still need to fix my roof before winter! Too much flying? Nah, but don't ask Kathy about that! I don't know about you, but this year is just roaring by way too fast. My point? Plan to go on a fly in (or out, depends on your point of view!) now before we run out of good weather. Bill has some great ideas for pop-up trips if there is enough interest, but he won't know if you don't tell him! A great time to talk about that is during and after a monthly dinner. This month Tracy Peters is going to make a Greek dinner. He described it to me and I was ready to dig in, you know me and food! However, the dinner coincides with the Alaska flying trip so a few of us will miss it, but I'll be that much more ready (readier?) for a great dinner in September! And hopefully we'll have some pictures and stories to tell from the great Alaskan adventure! In the meantime, you'll be in great hands. Even better, get involved and help Tracy get things going or help clean up. It'll be fun, and your efforts will really be appreciated!

Ok, you ask, what's been going on? We are finally moving towards an agreement with the County over the lease and the tie downs. Russ Roe got the ball rolling and Keith and his staff are ready to talk. By the time you read this, we will have had a meeting with them and have a pretty good idea of what they think is a good deal. The \$64,000 question is if we will also think it's a good deal! The idea is to get more tie downs and give the members a discounted rate as well as get an income stream out of the deal. We'll keep you informed of the progress.

Steve Wise is reviewing different methods of achieving a 501-3C nonprofit status for the club to allow us to step up our ability to receive donations. It's complicated and now that he's done with the tax season, he's getting going on it.

Bob Belche discovered that we have been out of compliance with respect to State filings for about the last 15 years. Apparently there is some form that we haven't been filling out. He's on it, and we should be OK in a couple of weeks or so. But it just goes to show, "If it's not one thing, it's another!" Additionally, Bob has determined that we have made the money required to keep the doors open for the rest of the year,

CONTINUED ON PAGE 2

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Articles and photographs for
the newsletter should be

e-mailed to

newsletter@mdpa.org

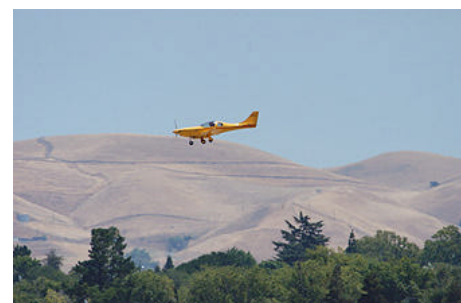
assuming no surprises in the cost department. And that's really good news!



Did you come to the open house? The good news is that those who came had a nice time, saw some great airplanes and we made



about \$50 on the day. The bad news is that we should have made more like \$1200 to \$2000! Well, it gives us something to work on for next year!



As we are coming into the second half of the year, its time to reflect on what the club is giving you and what you can give back by getting involved.

pretty good at the fly outs (ins) the most part. to work on our a little long of sometimes. Russ a work party on August. We



We're getting the dinners and are full up for The next step is clubhouse. It's tooth is going to have the 7th of need your help

to get everything in its place. We'd like to make the garage a meeting place for the Explorer troop. Tracy has one committed and 5 "partially to mostly committed" kids ready to make a go of it. We'd like to have a place where they can do some building and stuff with their hands, you know, large motor activities. That and food, and I think he's got a good chance to make it work! So look at all that's going on and get involved in helping your club to be better. Join activities, join the board, help a young person get the bug! Without them there will be no future in aviation and it won't matter where the airport is! See you at the airport this month!

Richard.

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do they?**



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MY TRIP TO THE EAA AIR ACADEMY
BY CODY MOORE

While in Oshkosh, I was in many classes. These included Operation Aviation, ground school, flight instruction, wood shop, and sheet metal class. In Operation Aviation, we were taught how to plot a course, figure out our total flight time, and how to calculate how much the supplies we were carrying weighed. We also learned how to determine what altitude we should cruise at.

During our ground school, we were taught how to conduct a pre-flight inspection, how to check the gasoline for impurities, and how to inspect the oil for metal shavings. We were also taught about the pitot static system and which instruments operated off of it, and about which instruments worked off of gyros. The instructors also taught us about the different types of drag.

Flight instruction was my favorite class. During my flight, my instructor taught me how to perform a Lazy Eight and high angle turns. We also conducted a simulated bombing run on an island in one of the nearby lakes. I also was taught how to operate the flaps, fuel pump, and landing light.

While in wood shop, we used balsa wood and Zip Kicker™ super glue to build a rubber band launched glider. When the assembly was completed, we used modeling clay to balance our glider.

Sheet metal was my second favorite class. I used a drill press, a brake, snips, hole punches, and pop rivets to make an aluminum instrument bracket.

On the challenge course, we learned the importance of teamwork. The main attraction of the challenge course was a 42-foot tall wall with a rope ladder hanging from it. The higher up you went, the further apart the rungs became. The way my partner, my friend Ken, and I reached the top was I would stand on his knee, and lift myself onto the next rung. I would then help pull him up. We repeated this process until we reached the top. Without Ken's help, I would not have made it.

My trip to the EAA Air Academy was a wonderful experience I will never forget. I am extremely grateful to EAA Chapter 393 for the opportunity to go there.

NEW AIRPORT TOWING POLICY

In a recent meeting with Richard Roberts, Director of Airports, Keith Freitas announced that the airport in conjunction with the sheriffs department will be instituting a new towing policy beginning Sunday August 1st.

According to the policy, any vehicle parked for more than 7 days in any of the airport parking lots, including the MDPA clubhouse lot will be towed by the Sheriff's Department. Members who will be away for longer than this period should park their cars in their tie down or hangar as may be appropriate.

The new policy is in response to the recent spate of trailers filled with junk that have been abandoned in the MDPA lot among others.

This will help rid us of riff-raf and others whom the airport would be better off without.

**If you see people loitering around secure areas of the airport
remember to call AOPA's Airport Watch Hotline
1-866-GA-SECURE (1-866-427-3287)**

IN HONOR OF THE 2004 ATHENS OLYMPIC GAMES

TRACY PETERS' OLYMPIC GAMES FEAST

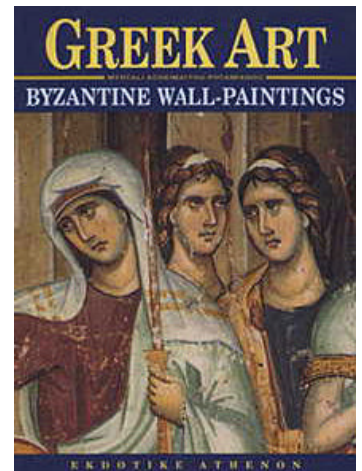
The August membership meeting will feature the following Olympic Games menu, inspired by the 2004 Olympic Games in Athens, Greece and prepared by Celebrity Chef Tracy Peters of EAA and Golden West fame.

As usual, dinner will be served beginning at 6 PM on Friday, August 20 at the MDPA clubhouse. Dinner will be \$10.00 per person and advance reservations are requested so that we can accurately estimate the number of people attending. Be sure to bring your family and friends to this special dinner event!



While President Richard Roberts is holed up in his tent in the wilds of Alaska feeding the bears and munching on granola bars, those of us left behind will be feasting on a truly championship meal.

All those who RSVP before Wednesday, August 18, will be entered in a drawing to be held at the dinner for a special bottle of Gold Medal wine to go with your dinner! To make reservations call Jim & Rosita Anthony at 925-355-1989 or send email with name and the number attending to dinners@mdpa.org



MEMBERS TURN TO AOPA FOR SPORT PILOT ANSWERS

AOPA members are turning to their association for answers about the new initiative. Either by a toll-free telephone call (800/USA-AOPA) or , pilots are getting the particulars on how sport pilot affects them from the specialists in AOPA's Pilot Information Center.

"Members generally want to know one of two things," said Woody Cahall, AOPA vice president of Aviation Services. "What can I fly, and what can I do if I've been denied a medical certificate?"

Many members are pleased by the range of vintage certificated aircraft that are immediately flyable under the new rules. "I thought it was mostly ultralight stuff," said one member. In fact, eligible light-sport aircraft (LSA) include old friends like the J-3 Cub, Aeronca 7AC, Taylorcraft BC, and Ercoupe 415. [Ed: See AOPA's On-Line Article for the Links here.]

But more than half of the callers are upset about the Catch-22 in the rule that would have otherwise allowed a certificated pilot to fly under sport pilot rules with a driver's license in lieu of a medical certificate and a self-certification that they are medically fit to fly.

If your medical certificate has been revoked, suspended, denied, or had a special issuance withdrawn, you can't fly light-sport aircraft using your driver's license in lieu of a medical certificate. But another pilot, who may have the same medical issue but hasn't applied for a medical, can fly under the sport pilot rules.

"I'm absolutely furious with them," said one member. "We were repeatedly assured by the FAA that there were no hidden catches. That you would absolutely be able to exercise sport pilot privileges using a driver's license in lieu of a medical... We were assured that although we needed to be able to self-certify adequate medical status to safely fly, it was NOT going to be tied to previous FAA medical denials. That turns out to be a complete lie."

Another pilot said, "It's the honest people who are being penalized."

"We certainly share member's anger and frustration over this part of the rule," said Andy Cebula, AOPA senior vice president of Government and Technical Affairs. "This isn't what we advocated for, it isn't what we expected."

The FAA's explanation is that it couldn't permit someone to fly until a medical ineligibility is resolved. [Ed: See the FAA Medial FAQs [Microsoft Word document] in the Aopa On-Line Article].

"But we are working on some ways to fix, or at least minimize, the Catch-22," said Cebula.

For some members, it may be simply a matter of going back through the paperwork.

"There are many cases where a medical is denied simply because the FAA didn't get enough information or the paperwork wasn't completed properly," said Gary Crump, AOPA director of medical certification. "Our medical department can work with a member to make sure that the FAA didn't deny the medical because of a snafu."

In one particular case, a member wrote that he had been denied a medical for a vision deficiency, yet ophthalmologists had certified his vision to be 20/20 and stable.

"This member hadn't worked with our medical department before, but we reviewed his records (with his permission) and determined that he may be able to get certified under a Statement of Demonstrated Ability," said Crump.

But that still leaves those pilots who have been cleared by their doctors for everyday activities, including driving a car, and can honestly self-certify that they are healthy enough to fly but can't because of a medical denial.

"AOPA will work with the FAA to develop criteria for allowing a pilot denied a medical to still exercise sport pilot privileges," said Cebula.

"They haven't made any promises, but the FAA is open to a discussion about finding ways to get this group of pilots — as long as they're healthy — back in the air."

July 28, 2004

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HYAMPOM JULY, 2004

For those of you who must live vicariously through those of us who went on the Hyampom Fly-In, here goes!

Imagine a beautiful summer morning, the fog has just lifted and we're off to Hyampom! Up the coastal range just west of the Central Valley past Round Valley at 8,500 feet we enter a drainage that runs generally northwest. Letting ourselves down into the drainage following the river (with one eye on the GPS), we gradually slow down. We see trees out both sides of the plane but the escape route is pretty clear in front of us. Around a sharp bend and there is runway 32, freshly paved in a little valley just wide enough to turn in. With the plane landed and tied down, a van comes out to greet us. Nancy Miller is doing the honors and takes us to the "resort", a study in time travel back to the 1950's. We immediately set up camp and rush off to the store for the things we forgot. Five trips later, we're set to relax!

Once everyone was there, we had many trips to the swimming hole, and we BBQ'd hot links with French bread for hot hors d'oeuvres. Then everyone plowed through burgers, chicken, beans, salad, cookies, ice cream and some beer. What a feast! The stars did their thing and everyone had a great evening.

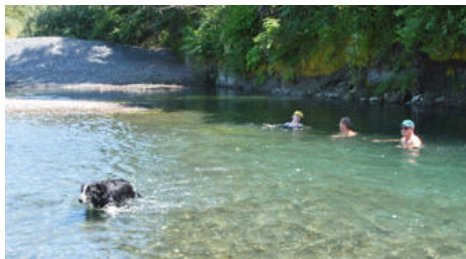
The next morning, lots of bacon, French toast and the rest of the hot links. Washed down with coffee and OJ, another feast! Not too many bees or mosquitoes, a little hot in the afternoon but a great swimming hole to cool off in. Just a really nice time. Then back the way we came!

The roster included:

Bill, Suzie, Ashley and Paige Landstra
Pat and Nancy Miller
Dave Evans
Richard and Kathy Roberts and Vincent Farley
Bill Ellis and Weh
Bill and Koni Collins
Ken and Judy Whitham
Ed, Mary and Sean Broda

So there you have it, a simple weekend fly in with just enough excitement in the flying to keep you awake. Now, let's say you want more than a vicarious adventure. We can fix that! Just call Bill Landstra and sign up for the next trip. Hope to see you there!

Richard.





ΑΘΗΝΑ 2004



MDPA Presents
Tracy Peters' 2004
Olympic Games Feast



Friday, August 20th
at the MDPA Clubhouse
6:00 PM

Featuring

Spanakopita (Spinach Triangles in Fillo)
Olympic Village Salad
Oregano-Lemon Chicken
Athenian BBQ Lamb with Rice

and a Herculean Dessert

Αγώνες της 28ης Ολυμπιάδας
13-29 Αυγούστου 2004

Games of the XXVIII Olympiad
13-29 August 2004

Jeux de la XXVIII Olympiade
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Blue Skies and Tailwinds To:

IN THIS ISSUE:

- 3 My Trip to the EAA Air Academy
- 4 New Airport Towing Policy
- 5 AOPA Answers Sport Pilot?
- 6 Hyampom July 2004

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