



MDPA news

October, 2004 Concord, CA 925-685-7073 Volume 31 Issue 10

Meeting Notice

Date: Oct 16 2004
Place: MDPA Clubhouse
Dinner: 6:00PM
Program: 7:00PM
Avoiding Runway Incursions
Board Meeting: Oct 13 2004
Next Meeting: Nov 19 2004



The Airport advisory committee meets on the 3rd Tuesday of every month at 7:30 PM at the airport managers 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 October 2004

The air's getting brisk in the morning, there's that last minute urgency to get everything done before the rain starts falling (hopefully!) and all the catalogs have Halloween costumes advertised. It must be fall! What a great time to fly, although I've been too busy to do much the last month. The good news is I got the roof done! The GREAT news is Kathy's reconstructive surgery went very well and she's well on the road to recovery, ready to get on with her life and deal with the remainder of her side effects from her neuroma surgery (with any luck, no more surgery!). And you know the old adage, when mama's happy, everyone's happy!

This month, I want to talk a bit about maintenance. Everyone's talking about the aging fleet, and how we need to take care of our planes since they're getting older than any engineer ever imagined when they were built. If you own a plane, this little story may make you feel a little twinge, and if it does, that's the point!

We had a nice little 172 with a fairly new engine and paint being sold and in for a pre-buy inspection (I sell airplanes). I flew the plane, and it was a really nice example, it flew well and the prospective buyer was really excited about his new plane. In the pre-buy, it was discovered that the bolt that holds on the main landing gear was loose and consequently, the main bushing was shot. The plane had just come out of annual (from a location far, far away not on our field!) and the seller was shocked that something that major could have been overlooked. The really shocking thing was that it had been overlooked for a long time, probably many annuals. The good news was that there was no deformation in the metal, and the fix was fairly routine (not outrageously expensive!). Also, there were some holes in the paperwork that held up the sale for almost two months!

The moral of the story is, of course, mechanics can make mistakes, too. And go over your paper work once and a while. It never hurts to visit with the mechanic as your plane is going through an annual, make sure to ask about corrosion and wear on landing gear, areas besides the engine! Are the control cables good, things like that, and have him, or her, show you stuff, not just talk about it. Don't worry, if you ask, they'll have found things and will be more than happy to show you! Then you

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**Articles and photographs for
the newsletter should be
e-mailed to
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can put together a list to fix the non-airworthy issues on a schedule over a period of time, maybe a little bit at each oil change or something. Also, ask your IA to look at your paper work as if you were going to sell your plane, you will one day, you know! You may be surprised at what they find, or don't find and what you have, or don't have. When you have major work done, ask about STC's, yellow tags and 337's. They're supposed to give them to you, but you'd be surprised at how often they're forgotten! Not by anyone at our airport, of course!

And the two most important things to do to keep your plane in tip top shape? Change the oil and fly it regularly. One's not too expensive, and the other is really fun. What a deal!

We surpassed the 100 mark and will have a few bucks in the bank at the end of the year, so the nominating committee asked me to do this for another year. The good news is that you'll have me to kick around for one more year. The GREAT news is that the by-laws prohibit more than 2 years in a row! Actually, I've had a great time this year and hope we can build on our successes going forward. It all is a result of lots of work by lots of people. Thank you all. Let's make next year even better! See you around the airport.

Richard.

COMMITTEE ANNOUNCES NOMINATIONS FOR 2005

At our September General Membership Meeting, the MDPA 2005 Nominating Committee announced their list of recommended nominees for the 8 constitutionally mandated elective board positions for 2005. There were no additional nominations from the floor. As provided in the Bylaws of the Association, the annual election of officers will be held at the October meeting.

Nominees recommended by the Nominating Committee are as follows:

President	Richard Roberts
First Vice President (Activities)	Bill Landstra
Second Vice President (Programs)	Peter Danto
Third Vice President (Communications)	Pat Miller
Facilities Director	Russ Roe
Secretary	Fran Schlatter & Dan Dulava
Treasurer	Bob Belshe
Member-at-Large	John Levy

Please join us in congratulating these members on their nomination and in thanking them for their willingness to serve as our elected officers for the year 2005.

The 2005 Nominating Committee
Frank Hoffmann
Rachel Hoffmann
David Evans

P.S.A. 1946



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Spaghetti Cookoff Dinner



September brought a cook off of sorts to our monthly dinner. Pat Miller cooked a chunky tomato sauce with sausage, and Rachel Hoffman cooked a traditional smooth marinara sauce, meatless, of course. They were both fabulous, and I for one, couldn't say which one was better. Do you think the wine had anything to do with it?

Anyway, as I came to the front door with Carol, my mother-in-law with me, expectant of some great Italian food, Dave and Pat came out to help with the cake. Of course I forgot the cake at Sam's Club! Dave

said, "I'll take care of this cutie, you better get the cake!" So off I went hopeful that Sam's had the thing safe and waiting, which they did, of course! Zoom, back to the dinner. Man,



I wish they'd put in a ring road around this place! Dinner went off without a hitch and all had a great time. None of the eligible folks (only Peter Danto was there) wanted me to serve their dinner, so I got off the hook for that one, for just awhile, I fear! It's an unwritten rule that the youngest participant picks the raffle ticket. It was a toss up between Brian Enbom's daughter and Arnold's dog. We figured Brian's daughter



would do a better job of picking just one ticket even though she was older than Pilot. Plus we didn't have

September Dinner Continued



to put meat sauce on the tickets to entice her to pick one out! I can't remember who won the raffle, but it was a bottle of wine, which got drunk by mistake either before or during dinner.

Take a rain check? Hopefully someone remembers so we can get the winner their prize next month! It was really organized, honest, sort of like any typical Italian get together!

We introduced the slate of officers that the nominat ions committee came up with, and all were duly approved. The election will be next month, at which Pat Miller will do a two-in-a-row with his killer chili, a dinner not to be taken lightly! Those of you who have tasted Pat's chili before know it's really good! We also were going to have a movie on runway incursions done by Sally Ride. It never showed up, but no one seemed to notice (was someone on strike?!). Next month I will do a short piece on my trip to Alaska and hopefully get folks briefed on thinking about a trip to Scoop Lake next year. Look at the Internet site or last month's newsletter, which describes Scoop. The bottom line? Much of the food was donated, and we took in about \$540. So, it looks like we made around \$400 dollars after the drinks and cake were deducted. Not too shabby! We're still on budget and will end up in the black! Everything got cleaned up, and we're ready for the next event. See you next month for dinner and a story about chili Alaska!

Richard.



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North to Alaska Part Deux

We left off playing tourist in Skagway last month. After a visit to the museum and the film they have on the gold rush (a nice nap, I've seen it already!) back to the ramp for the trip to Soldotna. We took off and climbed up to about 10,500 feet and went overland to the coast about where Yukatat is located. Then we followed the coast around the gulf keeping the ocean to our left. WOW! The views were staggering. Some of the mountains rose to 19,000 feet and it was one enormous glacier after another. We went almost 3 hours without seeing anything man made. Geoff was taking pictures out the window like crazy, all the time saying that this was the last one, as too many landscape shots would ultimately be boring for the viewers!



More Rain



Cooking Salmon

Once we got to the Kenai Peninsula we started to see some civilization. The smoke started getting thicker. We finally landed in 5 miles visibility in smoke. After we shut down, we realized that there was nothing going on! It was about 6:30 at night and the place was deserted. All except for one open door. In we went to find a couple eating dinner. The guy had a charter service and was inhaling a huge precooked casserole of some kind before he had to go pick up some fishermen. He seemed to be eating the whole thing, an aluminum container sized for a family of 6! Anyway, they called some places for us and we finally got "Wheels for Rent" to come and pick us up.

We got an old mini van for a reasonable price and were off to Soldotna for the night.

The next day we got squared away in a campsite, got tons of fishing stuff, which we never used, and got ready for a great day of fishing for Thursday. Up early in the morning, it rained of course! If you want it to rain, just pitch a tent! Out to the river, and nothing! Everyone around us was pulling out tons of fish but we weren't even getting a bite! I decided to go take a nap, and Geoff went crazy! Finally, a guy came down and explained how it was done. Up to get me, yawn, then down to fish. Geoff got a great silver for dinner, so he calmed down some.

The next day we had a guided fish from 4:30 in the morning until about 3:00 pm. We got tons of fish and got more insight on how to catch these fish. Geoff spent that night tying our special flies. I think we could have used bare hooks just as well, the fish didn't care! But Geoff thought it was obscene to put a bare hook in the water, so he had to tie some fu fu stuff on the shanks of these huge hooks. They worked great!



Sockeye

We took in a county fair, fished in the Anchor River, where I broke my pole on a monster, and just hung out taking in the area. It was a great week, but in no time it was time to head south. We took off about noon basically retracing our steps to Yukatat. We got there with no problems (FSS called and wanted to know why we were 15 minutes late!) only to find out that Geoff had lost his passport! Many calls later, no luck. So it was off to Ketchikan.

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We had some adventures in Ketchikan, and wanted to stay to fish, but needed to get home to sort out Geoff's passport. I filed IFR out of Ketchikan to Skagit Regional, NDB approach into Skagit. Then we filed all the way to CCR. We had IMC until Red Bluff, and then came down to 7500 and cruised all the way home. What an incredible trip! Someone found Geoff's passport and it was returned by Friday. We decided to plan to hit the King Salmon run in 2006. So start blocking out late June, early July for the fishing trip of a lifetime!

After returning, and talking up the trip, some folks want to head up to Scoop Lake for the Lake Trout in late June, early July. I'm game, and already doing some preliminary planning. If you're interested, it's not a hard trip, the views are unbelievable, and we'll do it nice and easy. Just let me know if you want to go or have questions. Pat Miller is going in my plane, and I know we'll get at least 2 or 3 more planes by then. You'll be talking about that trip for years!

Richard.

REMEMBER THE PAST AND BUILD FOR A BETTER TOMORROW

That was the theme of the party we organized last Friday at PSA. I was tired of hearing depressing, negative news in the media about Buchanan Field and thought it was time to do something **POSITIVE**.

I have been associated with Buchanan for quite a while and have been happy to see how it has grown and improved. There is so much history here - my idea was to find some of the people who made this history and get them together. Well, we are off to a good start!

We actually saw some of the original tenants of the airport, Winnie Hull, Milan Haven, Tillie Larkins etc: What a treat. The word spread and by the 18th we had 80 people signed up to attend. Friday night I counted at least 140, and these were all people who had been around Buchanan for 20 years or more!

With the arrival of many unexpected dinner guests I think we probably ran short on some of the food items, for which I apologize.

The other thing we ran out of was time! Where did it go? My intention was to have the guests tell us their stories about our airport, but we never got around to it. From comments I have received though, it appears they were doing that anyway. What a joy to witness reunions between people who hadn't seen each other for so long.

We have been asked to repeat this event within three months - this might be a little soon but we need to get their stories told, so it will definitely happen. There has been so much interest from "newcomers" we will drop the 20 year restriction, so hopefully we'll be seeing many more MDPA members.

My heartfelt thanks to Gerry Alves and Gene Whitt for their generous donations, Bill Larkins for the great photographs, MDPA for loaning us their tables and chairs, and the Airport Manager's office for their help and encouragement.

Special thanks to Pradeep and the PSA staff who worked above and beyond preparing the hangar and the "Walls of History". We had fun Remembering The Past - let's have fun Building For A Better Tomorrow.

Maureen Bell, Pacific States Aviation





**PAT MILLER PRESENTS
A NIGHT OF JAIL HOUSE CHILI**

**FRIDAY, OCTOBER 15, 2004, 6 PM
MDPA CLUBHOUSE**

**MILLER'S FAMOUS CHILI
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McBeth on the Kl amath—Another Maul e Bil I Success!

September 10 & 11

John Potter

Yeap, another Maule Bill boondocks trip, but this one had — “good luck”—— you know, we were blessed——most everybody got a fish. Now, just because Wild Bill Ellis had to throw his back (special Golden Trout species), that still counts. The flying weather was also blessed, clear when we wanted to arrive and when we wanted to leave——otherwise low cloud layers, sometimes called coastal fog. Those that went were——

Bill and Susie Lanstra

John Potter and his Navy buddy from Sacramento, John Haynes

Bill Ellis and Whe and her daughter Valerie, and

Norm Brudigan and his friend

My Navy buddy and I had arrived early on Saturday so we checked in at the motel up the road and had lunch at THE caf., best hamburger I’ve eaten in years.

We had a full table for dinner that night at the famous Steehead Lodge, which is right over the dike from the airstrip. More food than any human could eat, and good as well—the specialties were ribs and steak. Of course, I shared Australian Lobster with my buddy— Navy guys just can’t seem to do what everybody else does!

That afternoon we got a ride up the river at high speed in the jet boats—what a thrill — those boats were something——could really get up the river in a hurry. We saw plenty of wildlife, the sea lions that tried to steal our fish, the “Osprey”, or “fish hawk” (Pandion haliaetus) and their cousin a white tailed eagle. Evan a bear ambling along the bank, also after our fish. And, of course, egrets.

The next morning came pretty early, 0530! Breakfast wasn’t much. On the river in the dark and at the first fishing hole way upstream by daylight. In my boat, we got three fish in the fist hour, one was too small and was thrown back, one my friend caught and was able to keep and then there was me. The guide hooked it and passed me the pole so that I could say, “boy howdy, I brought in a fish!” It was indeed a long day, especially since there were no more bites for the next 6 hours. It was about the same for the rest of the boats on the river. We headed for home in mid afternoon before the evening fog rolled in. That night my daughter cooked the fish and I kept my promise (thanks to the guide) —— I delivered my granddaughter a really fresh fish—yes, one I “brought in!”

That’s all that counts.



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Blue Skies and Tailwinds To:

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