



MDPA news

May, 2005 Concord, CA 925-685-7073 Volume 32 Issue 5

Meeting Notice

Date: May 20 2005
Place: MDPA Clubhouse
Dinner: 6:30PM
Program: 7:00PM

Board Meeting: May 18 2005
Next Meeting: June 16 2005

President's Message May 2005

What's up with this crazy weather? I went to Tracy the other day, forecast scattered showers, but the sky was clear with unrestricted visibility and light winds. Went into a restaurant for lunch and came out to find the same. Then into a meeting for about an hour and came out to a scene looking more like some Midwestern scene on Storm Stories; clouded up, lots of wind, big cells looking like thunderstorms, ouch! On the way back to the airport, a big cell was working its way to the northeast dumping rain on us. The good news was that I could see Mount Diablo (Kawukum) and had a fairly clear shot after the cell had passed. I went about 15 miles west of it, but still had some pretty good bumps on the way! Heads up out there, we've got lots of unstable spring air coming in from the Pacific.

For those of you who missed the story, some dingle berry from Oakley wants to change the name of Mount Diablo to Mount Kawukum. I got an email from Jennifer Runyon, research staff for U.S. Board on Geographic Names, U.S. Geological Survey, Geographic Names Office, in which she wrote it was, "a name of indigenous origin that reportedly means, "Laughing Mountain, everywhere seen." (We should note that the proponent also suggested the summit might be renamed for the late President

Reagan)". She was asking if anyone affiliated with an organization with Mt. Diablo in the name had an opinion on the suggested name change. I told her he was mistaken, Kawukum really meant "Everyone everywhere seen laughing". Apparently no one else thought much of the idea either; I don't think the movement is going anywhere! Kind of like moving the airport?

Kathy got sick at the last moment so we couldn't go on the trip to Surprise Valley, but I got some really great reports on the trip. The thing that I was most pleased with was Bill Landstra's working with Mike Bruno on Sunday when the clouds started to move in. Like mine in Tracy, but they couldn't see Mount Diablo and had a good long trip before they got into the central valley. This was Mike's first long cross country, and he was understandably a little nervous looking at all the clouds knowing there was a lot of cumulo granite between him and the valley! But they got on 122.75 and worked their way through the mountains, all in visual conditions and all safely done. Mike told me he really appreciated Bill's help, it gave him confidence knowing there was someone to talk with and he really learned a lot from the trip. He also had a great time! This is what these trips are all about, a great time had by all in a learning environment that safely gets us out to places we probably wouldn't go alone. Good job guys!

We're fully booked on the trip to British Columbia; some 17 people are going to harass the BIG FISH! I can't wait. Bill's got some other really neat trips planned for the rest of the year. Come on one, have an incredible time and learn something while you're at it! I think that long cross countries are



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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:

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Articles and photographs for the newsletter should be e-mailed to newsletter@mdpa.org

some of the best places to learn more about our aircraft, increase flying skills and have a really nice time with some great folks. I have learned from every trip I've gone on and always meet new people. It doesn't get much better than that!

Well, I'll see you at Wei's authentic Chinese New Year's dinner this month. I have no idea what she's got planned; only that it's authentic and it will be unbelievably good! So get out those chop sticks and practice a bit, so you look like a pro, and we'll see you on the 20th. Hope you have some great flights!

Richard.

Air Force C17 Causes Ruckus Over Buchanan

Phones began ringing off the hook recently when local pilots were treated to the sight of an Air Force C17 Globemaster III doing pattern work at Buchanan Field. The aircraft was on a practice mission from Mesa, AZ which included the practice approaches to Concord after a high altitude refueling. Although the aircraft never descended to less than 2000 ft, it still looked pretty big to local residents and school children who wondered if we were being invaded. The situation escalated when the aircraft was asked to hold over downtown Walnut Creek to allow a few VFR departures from Buchanan and the phones started ringing at local law enforcement agencies.

Thanks to MDPA member Maureen Bell who snapped this shot of the plane overflying the tower from the PSA fuel truck.





YOUNG EAGLES OPEN HOUSE AT PSA IN MAY

A Young Eagle Rally has been scheduled for May 14th at Buchanan Airport in Concord. Free airplane rides will be given to children 8 through 17 years of age. Also, there will be an open house for the public to view vintage aircraft, certificated aircraft and experimental aircraft. The rally will begin with registration at 9:00AM at Pacific States Aviation.

The Commemorative Air Force B-17 ("Sentimental Journey") will arrive at Buchanan on Friday, May 13th, about noon and be available for viewing and signing up for rides from then until its departure on Monday morning, May 16th. A modest donation of \$2.00 at the gate for adults 18 and over will be required from those who wish to view the airplane to help offset the fuel cost.

For those who wish to schedule a ride in the aircraft, rides will be scheduled on Friday and Sunday based on demand. There will be no rides during the EAA Open House. Rides are about 45 minutes and require a \$395 dollar donation per person. Rides are also conditional on at least 5 passengers signing up for each flight.

For further information, details on displaying aircraft, etc contact Pat Peters, patnpeters@earthlink.net

For further information on the CAF B-17 Sentimental Journey, consult the CAF Arizona Wing web page at <http://www.arizonawingcaf.com/pages/touring.html>



A New Pilots First Real Cross Country

When Richard Roberts first contacted me about going to Surprise Valley, I thought, "what a great way to spend a week-end and get some flight time." So the first the problem was my 172 has no G.P.S., but luckily for me Garmin had just reduced the price of their GPS296 handheld. Now what could go wrong? So, I ordered up my handheld and started reading a manual so I would know how to use it when it came.

I started watching the forecasted weather to see what was predicted and since I was only checked out in our 150, I started flying our 172 so I could be proficient before our trip. To top off the scenario, my girlfriend Rita, is not really enthusiastic about flying to begin with, has never flown with me, and is not real excited about going on this trip. She reluctantly agreed to go after I gave her the pitch about how wonderful it will be.

The weatherman is telling us that there will be weather on Saturday night, but it will blow through and Sunday should be clear. Figuring that weather would be okay, I concentrated on my cross-country flight plan. After a conversation with my instructor - who by the way is like a mother hen watching over her chicks - I decided that I would fly direct to Red Bluff and then direct to Alturas to get fuel so that I wouldn't have to worry about fuel on Sunday. Anyway Saturday morning came and it was a beautiful day for flying. I did all my final preparations and got the blessing of my mother hen and we were in the air by 10:08a.m. (Hey, only 8 minutes behind - not bad)

Well the flight up was great, clear skies, no real turbulence and great views. Alturas was really windy and the landing was no greaser, that's for sure and the look on Rita's face told me that if I wanted a passenger for the trip home, I had better improve my landing at Cedarville.

We got fuel at Alturas. Had a short conversation with the guy running the fuel there and we were back in the air. The trip to Cedarville was short and we arrived right on time, just in front of D ave Evans. My set up for landing was good and I thought that my landing was great - right up until Rita told me she needed a bottle of tequila.

After parking and taking up 3 spots to imitate the experienced pilots that land at Sterling, we loaded into the car and were off to Surprise Valley. Once we got to our room, I was off to town for food - and Tequila. After a fabulous dinner and evening in the Hot Tub, it was off to dreamland for more flying adventures. My dreams turned into nightmares when I awoke at 6:00a.m. to the sound of rain and upon looking out the window, even worse CLOUDS, LOW CLOUDS! "Not to worry," I told myself, "The weatherman said this would blow right through." Thank God all the tequila was gone at this point.

I thought maybe now would be a good time to fish while I was waiting for the more experienced pilots to get up. SURELY THEY WOULD KNOW HOW TO GET RID OF THESE

CLOUDS. Well, after catching every fish in the pond, at least twice - it seems they enjoyed my steak from the night before as much as I did - I decided we should pack



and get ready to go. Problem though: GO WHERE?!?!? - all I saw was clouds. I called my mother hen for his advice, but he was on a charter flight to Las Vegas.

I found Bill Landstra at the check-out counter checking the weather (for what I do not know - I could see it was terrible.) After a short conversation with Bill, he could tell I was not real comfortable with the



situation and contemplating another bottle of tequila. We rode together to the airport and on the way there he basically talked me through what we were going to do. The most discouraging part was flying over the mountain to see what the clouds looked like on the other side. Bill told me to monitor 122.75 and we would communicate as we flew. So Bill took off first and I followed right behind him. Shortly after take-off Bill asked me what my rate of climb was, and being the proud owner of a 180hp Cessna 172, I promptly replied, "1200 FPM." He replied, "That's about to change." About 30 seconds later my rate of climb was going the other way and I had to pitch to about 60 knots to maintain 0 VSI. I told Bill that I was going to do a 360 to gain altitude. In the meantime, Bill's Maule charged right up that mountain side. I just couldn't do the "0" rate of climb thing for more than 30 seconds. At this point, Rita was asking where the parachutes were located. Bill reached the top of the mountain and reported you could get through at least to Alturas, so I continued to follow. Once over the mountain, he told me to take a heading of 250 degrees, as we were looking for a way out of the valley. What a coincidence - 250 degrees took us to clear skies.

After leaving the mountains, it was direct to Red Bluff and

then
direct to

Concord. At about Sacramento, I had to descend to 2500 feet to get below the clouds (Where did these clouds come from?!?!). After landing in Concord, I turned to Rita, who had not said a word since she found out that we did not have parachutes, and said, "Well, that was fun." She looked back with that look of "YOU GUYS ARE ALL NUTS!!"

Later Rita admitted that she had a good time. Rita and I would like to give Bill Landstra and his family a special thanks for taking the time to help us with the trip home. It made a huge difference for us. Thank you.



Michael Bruno / Sterling Aviation

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America's pilots are banding together to protect our airports.

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April 's English Dinner 2005



It's all over except for the great memories! This month's dinner was an incredible event complete with table decorations, card tables (Connie Picchi broke the bank at the Black Jack table! If I were her, I would definitely consider a quick trip to Reno before all the good luck wears off!), craps (I rolled the dice, they took my chips, I rolled the dice, they took my chips....), darts (no one got injured!), a live musician (Dave's guitar playing was fantastic, we only hope he is half as good as a pilot when he gets his license!), some really nice wines and beers (wine picked by me, beer by Dave Evans), great English cuisine (Shepard's pie and Maureen's favorite, bangers, mash and beans) and, of course, the now infamous spotted dick (come watch Brian

Enbom cut up his spotted dick!). We had tons of room in the PSA hanger to eat, drink, gamble, talk and catch up on old and make new friends. Keith Freitas even came by so we could wish him a happy birthday; yes it was actually his birthday. Plenty of folks came early and helped set up, and plenty stayed and helped cleanup. It was really fun, and at about 80 participants, was the largest gathering in recent memory.

And now for the credits. First and foremost, Maureen Bell gets a real round of applause. She really went all out for this event and it showed. The whole evening flowed as if it were a choreographed event (well, it was!). Maureen had us all hopping to make sure everything went as planned! Pradeep and his crew not only got everything setup and cleaned; they stayed and helped serve, bartend, etc. Dave Evans was really Johnny on the spot for the last couple of days, getting all the miscellaneous details taken care of and getting stuff from the clubhouse. Dave and Maureen keep me on task for the last week or so with reminders, so I even got my part done on time! Brian Enbom's Spotted Dick was, ah, interesting, historical and a definite "must try" to feel English for a night! He really worked hard at getting it authentic and it actually tasted as good or better than any I've ever tasted! Bev Levy's truffle was delicious! And thanks should be extended to all the dealers, setup and cleanup folks, servers and all who had a hand in this very successful event.

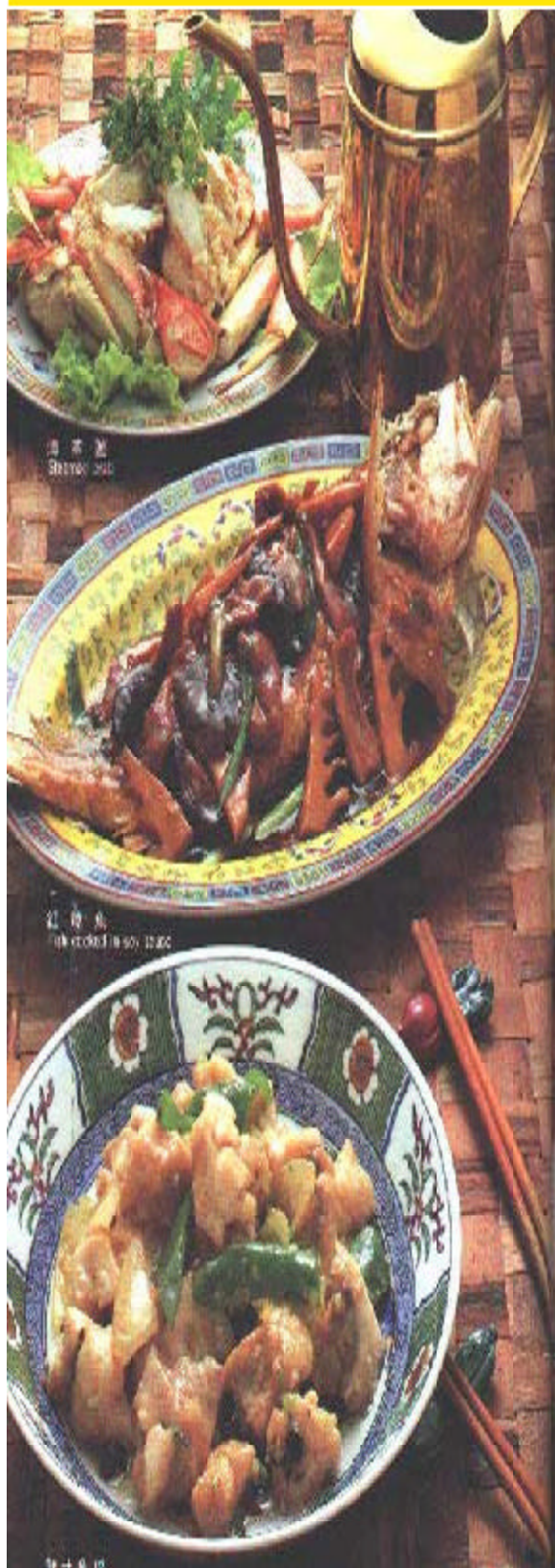


The surprise of the evening: Black Mountain Pinot Noir, 2001. \$4.99 at Trader Joe's. Check it out!

And the bottom line? We took in \$1472 and I think we have about \$1200 in costs, including the extra wine and beer left over, so we made about \$250 for the evening; just like signing up two new members! See you next month when Wei will be doing a traditional Chinese dinner!
Richard.



Wei does Chinese Dinner for MDPA in MAY



Wei's Special Chinese Dumplings

Stewed Chicken

Chinese Salad

Egg Rolls

Shrimps

Eggplant

Stir Fry Chinese Greens

Spicy Tofu

Regular Tofu

Fried Noodles

Fried Rice

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