



MDPA news

June 2007 Concord, CA 925-685-7073 Volume 34 Issue 6

Meeting Notice

Date: June 15, 2007
Place: MDPA Clubhouse
Dinner: 6:30 PM
Program: 7:00 PM
Board Meeting: June 13th

JUNE 07 PRESIDENT'S MESSAGE

By Vince Siebern

May was a great month for MDPA! First, we had the Saturday breakfast, aircraft display and safety meeting. Thank you John Potter for leading the safety meeting.

Next we held a Hawaiian barbeque for our monthly dinner. Lorraine & Leo Bartneck whipped up the perfect barbeque. The main course was short ribs and chicken that were slow cooked on Leo's barbeque, a 4 x 6 trailer, and the result was mouth watering. Fried rice completed the main course and it was great.

Desert was fried pineapple. Yes, fried and it tasted great. Check with Lorraine

for the recipe. Many thanks to Leo and Lorraine for the fantastic job they did on the dinner. Last, but not least was the trip to Baja!! Finally I was warm, I even got a sun tan and I never try to tan, but it felt soo good to be warm after all the cold weather here in the Bay Area. We departed KCCR on Thursday, the 24th, and returned on the 30th. Stops along the way were Imperial, San Felipe, Bahia de Los Angeles, La Paz, Loreto, Alfonsina, and Mexicali. Last October Mulege was devastated by a hurricane and a twelve-foot water surge, as the river could not contain the rainfall from the hurricane. All the homes along the river were filled with mud and silt up to the second story. Many of the homes just washed away and all that remains is the foundation. It will take years for the town to recover. I want to thank Bill and Suzie Landstra for their help and hospitality. The trip would not be the same without them. Thanks guys!! For a complete story about the trip see the following write up. At the dinner we will have a slide show of all the pictures from the trip.

So what does June hold? Well, we have the same basic stuff but this time we have two trips, one to Ashland Oregon for the plays and one to Kalispell to stay at the Gaynor's resort in Glacier National Park. There are empty seats in planes for both trips so let me know if you want a ride to either location. Oh, Richard and Pat are hosting the dinner for June. I think its brats and beans or something like that and it will be on the 15th. This will be the first of two picnic dinners so bring your appetite and your shorts, as we will be outside. Lets see, June 2 for breakfast, June 15th for dinner and trips on the 23rd and the 30th, that will just about complete June for MDPA. Hope to see most of you at one of these events. 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
Atdarge@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

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.

If your reading this in a black and white hardcopy, wouldn't you rather see this in all it's beautiful color? You can! Go to www.mpda.org. You can also save the club money by dropping us an e-mail and telling us you'd ONLY like to view the newsletter on-line. That way we can save the cost of printing and postage.



Leaving the Hotel Serenidad



Prior to last year's hurricane there used to be Palapa houses here in Shangrila!



Bill Landstra, Stewart Bowers, and Ramsus relaxing at the Mini Supermercado after flying the Maule

The Ashland trip is set for the weekend of 6/23-6/24.

by Bev Levy

The Shakespeare plays available are The Taming of the Shrew (Sat @ 8:30 PM), As You Like It (Sun @ 2:00 PM), and Romeo and Juliet (Sun @ 8:30 PM). Please get your tickets ASAP, as they are selling out. The Backstage Tour (Sun @ 10:00 AM) is only \$11.00, and when we took it many years ago, it was fun. At noon on both days there is a Park Talk, which is free, and at 7:15 PM in the courtyard at the theater's entrance is the Green Show, which is also free. It's a bit of Elizabethan entertainment to get you in the proper Shakespeare mood. To buy tickets, go to the Oregon Shakespeare Festival website, www.osfashland.org or call 800-219-8161. Non-Shakespeare plays available that weekend are Chekhov's The Cherry Orchard (Sat @ 2:00 PM), and Tom Stoppard's On the Razzle (Sun @ 8:30 PM). To check out which plays you might like to see, click on Plays & Tickets, then The Plays. Scroll down and click on the name of a play. Just below the calendar, click on Overview and scroll down. To make reservations, the following hotels are within walking distance of the theater, and as of 5/30 at 8:00 PM, they had rooms available for both Saturday night and Sunday night (in case you want to stay after the Sunday evening play).

STRATFORD INN

\$145 for 2 queen beds with AAA discount

0.5 mile from theater

555 Siskiyou Blvd

Ashland, OR 97520

www.StratfordInnAshland.com

FLAGSHIP INN

\$119 for 2 queen beds with AAA discount

0.7 mile from theater

1193 Siskiyou Blvd

Ashland, OR 97520

www.brodeur-inns.com

(They have 3 facilities, but this is the closest to the theater)

ASHLAND MOTEL

0.8 mile from theater

\$55 for 1 double bed

\$65 for 1 queen bed

\$70 for 2 queens or 1 king bed

1145 Siskiyou Blvd

Ashland, OR 97520

www.ashlandmotel.com

There are other lodging choices available on www.osfashland.org. I just picked three that were close to the theater complex in three price ranges, so feel free to check other options.

Ashland Municipal Airport, Sumner Parker Field: SO03 (Klamath Falls Sectional)

www.ashlandoregonairport.com

Runway 3603' X 75', asphalt

Elevation 1885'

Unicom 122.8

Fuel available

Closest VOR is Rogue Valley, OED 113.6 - Ashland Muni is 20.7 miles on the 128 degree radial

Airport is 2 miles east of town

From CCR it's about 250 nm

Transportation is Shuttlebug, 541-601-1044, or HTTP:\\myshuttlebug.com

Please let me know if you're going for sure – bev@levycpa.com.

KCCR to MMLP 2007

By Steve Kennedy

“The difference between an ordeal and an adventure is attitude.”

Author unknown

2088 nautical miles. Several hundred gallons of aviation fuel. 3 airplanes. About 25 hours of flight time each. 9 people. Hundreds of bugs. About 12 take off's and landings for each plane. 1 aborted take off. Gallons of Margarita's. Thousands of dollars spent. Learning to embrace the difference between an ordeal and an adventure, priceless.

This year's trip to La Paz Mexico was a series of firsts for me. It was the first time I've flown outside of the United States. It was the first time I flew so many hours in one stretch. It was the first time I landed at dirt strip. And it was the first time I went on an MDPA trip. What an amazing experience!

The first leg from KCCR (Concord) to KIPL (Imperial) was pretty routine except it was the first time I shared airspace with Unmanned Aerial Vehicles. While getting flight following from Palmdale I heard the controllers talking to UAV pilots (probably in Nevada somewhere) and getting direction from them. It was interesting to hear, "UAV 4 traffic ahead is a Cessna 172, suggest an immediate right turn to 270 degrees".

Imperial is pretty much out in the middle of nowhere. The Airporter Inn at the airport is in the process of being remodeled, so things were in a bit of disarray. Our room had



no room number on it. We had to count 4 rooms from the end, next to the black doors. We met Vince and Diane Siebern, and Bill and Suzie Landstra there. Since the restaurant at the motel had just reopened under new management, we decided to have dinner there. The people in the restaurant seemed to be really trying hard. The Chef even came out to talk to us. But the food was really only so-so. The motel had a free continental breakfast in the morning, so we met there in the morning before taking off. Lets just say we got what we paid for in our free breakfast.

Then it was off to MMSF, San Felipe the airport of entry on the Mexican side of the border. San Felipe is about an hour from Imperial

depending on your airplane. Before leaving Imperial we filed 2 flight plans with San Diego Flight Service. One was for our boarder crossing south, and one for our return trip north. That way when we came back all we would have to do is call up San Diego Radio and update our boarder crossing time. The process was pretty painless.



Landing at San Felipe, the controller put us in line for fuel. There were about 5 or 6 airplanes parked, and one in front of us for fuel. Once we were fueled and had pushed the plane into parking, I was about to



get my first lesson in Mexican bureaucracy. The fueler gave us a receipt for the amount of fuel. This receipt is then taken inside to station # 1 (although it's not posted with a number), which is the airport cashier. He takes the receipt and sends you to the Comandancia's office. Only the pilot may enter here. They kick everyone else out. Here they check all your documentation (pilots license, medical, registration, airworthiness certificate, etc.). They fill out a Multi-entry authorization form for you

and charge you about \$50 for it. Then they fill out a flight plan for you to your next destination. The flight plan then gets taken back to the Cashier where you then pay for your fuel, landing, and flight planning and he stamps

your flight plan. Once you're paid up, you bring the stamped flight plan back to the Comandancia's office, where they stamp it again and file it for you. Ahh, but we're not done yet. Since this is an airport of entry, now you have to go through immigration and customs. More forms to fill out for the pilot and the passengers. You then get your temporary immigration visa card. Whew. Now, off to Mulege's Hotel Serenidad.

While I headed out to Mulege, Vince, Diane, Bill and Suzie made a side trip to Bahia de Los Angeles to see if Vince could find his camera that he had left there a couple of weeks earlier. The interesting thing was that when they landed, a truck came out to meet them with the owner of the hotel and their camera. The owner said that he had seen the plane circling above knew it was Vince and knew he was there to pick up his camera. Talk about service with a smile.

The dirt strip at Hotel Serenidad is an excellent hard packed dirt strip that's long and wide. The only cautions are to watch for people or animals on the strip since the local people use it as a playground. Since this is a very popular strip for pilots, there were a lot of planes already there. More arrived during the rest of the day. By evening there must have been twenty-five planes or so.



We found a parking spot and pulled the plane in nose first, just like parking your car at a motel. After going through the welcoming

arch's of the Hotel, we checked in at the Oficina. The rooms are named, not numbered. We were given the Vera Cruz room. Three little boys, the youngest maybe 7 or 8, took our bags to the room. When we got there, we realized our door opened right to our airplane. Pretty neat.

The first order of business was to hit the bar for Margaritas. The bar had two sides to it. A swim up side and a walk up side. Diane and I choose the walk up side. That's when we sat next to Stewart Bowers, his son Byron, and Byron's girlfriend Sarah. They had flown directly from Concord this day instead of stopping at Imperial overnight because of work schedules. After a while we were relaxed



enough to begin to think about dinner. Dinner was a walk into the town of Mulege on the dirt road. Diane, had forgotten to bring walking shoes, and only had a pair of sandals. Not the best shoes for a dirt road. Dinner consisted of more Margarita's and some wonderful local food. Almost everyone in the restaurant had flown in to the Hotel Serenidad. We took a cab back to the Hotel.

The next morning I left before the other two planes because my Club's old 182 (a fully restored 1959 C-182B), didn't have long range tanks, and I needed to stop in Loreto for



fuel, before going on to La Paz. During this trip, my radio developed a terrific static. After landing in Loreto and fueling, Diane and I took off for La Paz. Again, the static was terrible and gave me a headache. We landed in La Paz, and were directed to park in the back row of parking between a B-737 and a broken down C-172 with flat tires. I knew if we had timed it right, Vince, Diane, Bill and Suzie should be landing right behind me. So, while Diane and I were unpacking the airplane, I pulled out the hand-held radio and heard Vince announce turning final. They were directed to park in the taxiway, but in the first row. Bill was telling us that they used to shut down parking when the ramp was full and send you away. Now, they try to squeeze you in. Since we were all the way in the back row, by the time we got all of our stuff together and walked towards the terminal, we met the Siebern/Landstra party as they were getting out of their plane.

Bill's Mexican business partner Ramsus, met us at the airport with his Jeep Cherokee to drive us to the Landstra's house. Since there were going to be nine of us, they were going to make two trips. About 15 minutes later Stewart and family arrived. They had to park in the back row with us as well. We'd all timed our arrivals very well. About that time Ramsus arrived for the second trip to Casa Landstra.



What a beautiful home the Landstra's have. They are indeed truly gracious to open their home every year to MDPA members for this exciting trip. I don't know how Diane and I, or

MDPA can thank them for this generosity. Bill and Suzie thank you so much.

On Saturday evening, Bill drove us (in two runs) to an Italian restaurant. Diane and I had a pretty good Pizza, but Vince and



Diane had to wait forever for their salads, and even longer for their pasta. After dinner we walked to the Malecon (Kind of like a boardwalk along the waterfront). On a Saturday night this was the place to see and be seen. Whole families, grandparents, parents, and small children on tricycles were all there walking, visiting with friends, and having a good time. There were fire jugglers, street performers, food and trinket vendors but most of all it was just families walking, talking, and enjoying life. Many of the young adults choose to "cruise" the Malecon instead. They were in their cars moving at maybe 2 mph with all the congestion, but it didn't matter, they were seeing, and being seen. We



stopped for ice cream and sat by the pier just watching the scene unfold in front of us. All and all a beautiful end to a great day.

The next day was reserved for shopping for souvenirs and more ways to spend our money. Which we did a pretty good job of. Byron and Sarah took the local bus to Playa Tecolote, the best beach in the area and had a great time. The rest of us just looked for ways to spend money.

By Monday it was time to fly on to Loreto for a stay at the Hotel Oasis. Stewart, Byron, and Sarah were going to fly back to Concord since they had work schedules to contend with. We all headed to the airport, completed our ritual flight planning, and paid our user fee payments. Diane and I schlepped our baggage out to the back 40 to preflight our plane. I didn't need any fuel since I'd filled up at Loreto on my way to La Paz and they're only about 120 miles apart.



All was well until I went to start the plane and the prop would not turn. It was a low battery as the voltmeter only showed about 10 volts. It seems that all that static I had been hearing had been an intermittent short that was slowing draining the battery. I looked around for help. Vince had already taken off but Stewart was still over by the fueling station. I ran over there to see if he could help me. I got there just a Stewart was arguing with the attendant because they wouldn't accept Visa or Mastercard, and he didn't have any cash. With a panic look on his face, Stewart asked if he could borrow some cash. I told him, I'd trade if he could help me start my plane. The "Pro" that Stewart is he was able to hand prop our plane and get it started. I had the hand held radio to use if the battery went dead. But we would be OK. So, I did my run up, taxied on to the runway, and hit the throttle. We were going faster, and faster, and faster, and still no airspeed indications. Still faster, and faster, and still no airspeed indications. I aborted the take off and taxied back to the ramp over near the Bowers family. We shut down the plane and immediately got yelled at by a guy in a truck telling me I couldn't park there. I told him I couldn't start the plane and we'd see what we could do. Stewart came over, and because he was taller than the rest of us, he was able to suck and blow into the pitot tube. This cleared whatever blockage was in there causing the zero airspeed. Again, Stewart graciously hand prop'ed our 182. In that heat the poor man must have been exhausted. Thank you Stewart. I owe you big time. On the trip to Loreto, the static on the headsets stopped and I saw the voltmeter climb as the battery got charged up again. That was reassuring.



The flight to Loreto was uneventful, but since Vince had heard me abort the take off, and then only heard part of the problems I was having, they told the Loreto tower to expect us to land without a radio. Vince said they weren't sure whether to go back out and search for us or not. They were getting a little worried when they finally saw me land. It took me a while in Loreto to close my flight plan, as I found out that an Alaska Airliner from LA to Cabo San Lucas had an electrical emergency and landed shortly before me. Everyone at the airport was pulling security detail while it all got sorted out. Then my new best friend in the Comandancia's office told me that part of the problem also was they only had dial up internet access and they had to use the Internet to access the databases in Mexico City. He said that maybe in another year or two they would get a higher speed service.



Loreto is a fabulous quaint quiet town, with a beautiful Malecon, and cobblestone streets. The shopping was great, and the Dianes (Siebern, and Kennedy) found many places of interest.

The Landstra's had planned a possible 4th stop on the trip in Alfonsina, a fabulous, but very primitive and rustic community. With the problems on our club 182, I choose to skip this part of the trip. Vince, Diane, Bill, and Suzie continued on to this garden spot.



Upon leaving Loreto, Vince and Bill were prepared in

case I had battery problems again. I didn't. It started right up. The trip into San Felipe is about 355 miles, which is right about the max range for this 182, with standard tanks, and a 1 hour reserve. So to insure I had enough fuel, I went to Max Economy Cruise according to the Pilot Operating Handbook (POH). We normally burned between 12 and 13 GPH. Imagine my surprise, when I checked fuel burn in San Felipe and found it to be 10 GPH.

San Felipe looked like the Superdome the day after a Super Bowl. Since the Mexican Air Traffic Control system is not reliant on radar, you're supposed to contact the next available tower with your location and altitude as you fly along. I contacted San Felipe tower 50 miles out and was CLEARED to land. That was a first for me. Then on the ramp, I was the only plane there. The tower chief/controller, came out of the tower with a hand held radio and greeted me, shook my hand and wanted to meet me. I think he was bored. After we talked awhile, he asked about the age of the "Straight tail" 182, and was looking at the updated panel. I asked them how busy they had been on Monday. The controller said they had 25 planes on the ground and another 60 in the sky. They told me I could leave the plane at the fueling station while I went in to do the obligatory paperwork. I followed the same routine I had done when I arrived in Mexico except there was no one else there. When I went to do the immigration portion of the paperwork (basically turn in our visa cards), the immigration official said, "Where are you going? Calexico? When I said yes, he said, "Never mind, don't worry about it". When I got out to the plane, the controller had noticed some oil drips on the wheel fairing's of the 182, so he was out there with a rag and some gasoline, cleaning off my plane for me. Wow, can we get the controllers at KCCR to do that? Probably not!



Before leaving San Felipe, I called San Diego Flight Service (who by the way had temporarily moved to Arizona and changed their phone number over the Memorial Day weekend) and changed the arrival time on my flight plan. They in turn notified US Customs of our arrival time. Once in the air I called San Diego Radio about 30 minutes out and gave them an exact arrival time. We were warned that on arrival to Calexico we were to not leave our plane. We were told the fines could be as high as \$15,000. Needless to say, we didn't get out of the plane. Two very young immigration agents, one who reminded me of Barney Fife, and the other as his faithful assistant, came out to the plane and did a quick look inside. Then they said, "let's get out of this heat. There are rest rooms and drinks inside." The process was pretty straightforward from there. It was now about 4:30 in the afternoon, and it was about 100 degrees. We had been flying for about 5 hours and were pretty tired and hot. The thought of flying over the Tehachapi's with the late afternoon convection was more than I could bear. So Diane and I spent the night in Imperial again. The desk clerk and the manager remembered our party and us. They asked if the rest of the group was back in Concord. We ate at the same restaurant, and were equally as underwhelmed by their food. Although the waiter impressed me by remembering what each of us had ordered the last time we were all there several days earlier.

The flight home on Wednesday from Imperial was pretty routine. The battery stayed charged, and everything went fine. I saw things I've never experienced before on this trip. I saw a sandstorm just south of the Mexican border that stretched for miles, and extended up to 5,000 feet. I did things as a pilot that I had never done before, like hand prop'ing a plane, and landing at a dirt strip. But most of all, I found that acquaintances that I had made at MDPA meetings turned into friends that I'll have for many years to come. That is truly the part of the story that is "priceless"!

If your viewing this electronically, click below to see ALL the photo's.

http://my.praxis.net/gallery/view_album.php?set_albumName=Baja-California-2007



Alfonsina sunset, airport limo, beach and hotel.



Mark your calendars:
June 8th thru the 23rd,
Pacific States Aviation
will be hosting
two T-6's.



They will be offering rides.



For more information or to sign up, please visit their website at www.warbird.com.





Pacific States Aviation

51 John Glenn Dr, Concord, CA 94520
(925) 685-4400 Unicom 122.95



OUR
WAAS
IS YOUR
GAIN.

GARMIN SEMINAR SERIES

when June 28, 2007
7:00 pm

where Sterling Avionics
200 Sally Ride Dr.
Concord, CA 94520

what GNS 430/530 WAAS Approaches
Datalink Weather
The future of glass cockpits
GPSMAP 496
Seminar Bucks – discounts for attendees

rsvp michael@sterlingav.com
925.676.2100

GARMIN

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

Blue Skies and Tailwinds to:

In This Issue:

- 1 Presidents Message
- 3 The Shakespeare Festival
- 4 Baja Trip

First Class Mail
Address Correction Requested