

# MDPA News

September 2013

Concord, CA

[webmaster@mdpa.org](mailto:webmaster@mdpa.org)

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## Calendar – September 2013

September 7	9:00 AM	Breakfast and Safety Meeting
September 7	11:00 AM	Fly-out to San Carlos
September 20	6:30 PM	Dinner and Speaker

## PRESIDENTS MESSAGE

We have received a number of very disturbing reports regarding DEA and other agencies conducting spot searches at various airports around the country as a result of what they describe as “Profiling.”

The AOPA has issued recommendations as to what a pilot is to do if confronted with such an encounter which is printed in this newsletter, on page 4, for your use.

Stewart

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# Fly-out Destinations for September, October and November 2013

**September 7, 2013**

**SQL**

**San Carlos**

**AIRPORT:** San Carlos

**DISTANCE:** 30.1nm S

**RESTAURANT:** Sky Kitchen

**TEL:** (650) 595-0464

**HOURS ON SAT:** 6:00 AM to 3:00 PM

**ADDL INFO:** Couple of eateries on the field, but more importantly, there is a fantastic air museum - the Hiller Aircraft

**October 5, 2013**

**CVH**

**Hollister**

**AIRPORT:** Hollister

**DISTANCE:** 72.6 nm SSE

**RESTAURANT:** Ding-a-Ling Café

**TEL:** (831) 637-1566

**HOURS ON SAT:** 7:00 AM to 3:00 PM

**ADDL INFO:** Many antique biplanes on the field. Just outside the fence is the Corbin Motorcycle Factory.

**November 2, 2013**

**STS**

**Santa Rosa**

**AIRPORT:** Sonoma County Santa Rosa

**DISTANCE:** 47.3 nm NW

**RESTAURANT:** Sky Lounge 707-542-9400

**HOURS on Saturday:** 7:30 AM- 10:00 PM

**ADDL INFO:** The restaurant is a steak house and sushi bar.

## Mt. Diablo Pilots Association 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.

## Safety Meeting Synopsis

August 3, 2013

This morning's Safety Meeting covered two topics. The first was reports of aircraft searches by the CBP (Customs and Border Patrol) agencies under the coverage of the Dept. of Homeland Security and how they are affecting private pilots in the United States. So far there has been little disclosure from any of the government agencies that are conducting these exercises with general aviation. Either they don't know what they are doing or are just not saying at this point.

The only thing we can do as pilots is to comply with the investigating agency and don't display any "Attitude" if you happen to get stopped and searched. If you give them "Attitude" it could be interesting and make a good topic of discussion at future meetings.

The second item we discussed were, things we have learned due to our mistakes, that we now incorporate as part of our personal safety "Items" while flying. There was good input from those present.

*Chet Robbins*

The article below (on page 4) can be seen at, and printed from, the following AOPA site:

<http://www.aopa.org/-/media/Files/AOPA/Home/News/All%20News/2013/June/CBPGuidelinesKneeboard.pdf>

It can also be found, in PDF, on the MDPA website. Go to the member's page. (*not* the "members only" page).

Cut and paste this link to read a fascinating first person report on CBP search of aircraft:

<http://www.theatlantic.com/national/archives/2013/05/annals-of-the-security-state-more-airplane-stories/276018/>

*Submitted by Bert Gilling (Larry Gaines friend)*

More links to cut and paste with information on the subject of CBP searching aircraft:

<http://www.aopa.org/News-and-Video/All-News/2013/May/23/Fresh-reports-of-aircraft-searches-CBP-has-little-to-say>

<http://www.techdirt.com/articles/20130619/18242823539/pilots-want-to-know-why-dhscbp-are-searching-their-planes-without-warrants.shtml>

## What to do if stopped by law enforcement

**Step 1:** Inquire as to what is going on. Law enforcement may respond that they are conducting a ramp check or an inspection.

**Step 2:** Request to see law enforcement's official identification.

**Step 3:** Law enforcement asks for documents.

Note: FAA Regulation 61.51(i) (1) states that "a person must present:

- 1). pilot certificate
- 2). medical certificate
- 3). logbook, or any other record required by this part for inspection upon a reasonable request by the Administrator, NTSB, any Federal, State, or local law enforcement officer."

### Exercising Privileges of Private, Commercial, or ATP pilot:

- 1). Must have pilot certificate.
- 2). Must have appropriate photo ID.
- 3). Must have medical certificate.
- 4). Does not have to have logbook *in possession*, but must be given reasonable time to obtain and present to the official.

**Note:** Law enforcement may ask for other documents than those specified under FAR61.51(i). Existing guidance by CBP to law enforcement incorrectly states pilots must present, for inspection airworthiness certificate, weight and balance calculations, aircraft logbooks, etc. AOPA is working to correct this misinformation. Politely advise the officer FAR 61.51(i) only requires the documents listed above, and under aircraft registration statutes, presentation of the aircraft registration certificate.

**Step 4:** Inquire:

- 1). Under what authority are you doing this?
- 2). Am I under arrest?
- 3). Am I being detained?
- 4). Am I free to go?

**Step 5:** Inquire as to who is in charge and document the following:

- 1). Name of agency.
- 2). Officer's name, badge number, and phone number.
- 3). Officer's supervisor or commander's name and phone number.

**Step 6:** Law enforcement may ask or state that they are going to inspect or search the aircraft and its contents visually, physically, or with dogs.

Make the following statements:

"I do not consent to this search, but I will not interfere".

"If you disassemble any part of this aircraft, including inspection plates, you may be rendering this aircraft un-airworthy".

**Step 7:** If you are a member of the AOPA Pilot Protection Services, and it is during normal business hours, call 1-800-872-2672 to speak with a plan attorney.

**Step 8:** If possible record the event with a cell phone or camera. If not available, make detailed written notes during the event or as soon as practical.

**Step 9:** Check your emotional status! Are you able to continue your flight safely after such an ordeal?



Alternate gear extension method

MDPA Mailing Address: P.O. Box 6632 Concord, CA. 94524		
President	Stewart Bowers	<a href="mailto:President@mdpa.org">President@mdpa.org</a>
VP Activities	Natasha Doktorova	<a href="mailto:VPActivities@mpda.org">VPActivities@mpda.org</a>
VP Programs	Steve Mink	<a href="mailto:Programs@mdpa.org">Programs@mdpa.org</a>
Treasurer	David Thacker	<a href="mailto:Treasurer@mdpa.org">Treasurer@mdpa.org</a>
Facilities Maintenance	Stewart Bowers	<a href="mailto:Facilities@mdpa.org">Facilities@mdpa.org</a>
Secretary	Elaine Yeary	<a href="mailto:Secretary@mdpa.org">Secretary@mdpa.org</a>
Director at Large	Scott Achelis	<a href="mailto:Atlarge@mdpa.org">Atlarge@mdpa.org</a>
Past President	Maureen Bell	<a href="mailto:Pastpres@mdpa.org">Pastpres@mdpa.org</a>
Communications	Madeleine Ferguson	<a href="mailto:Communications@mdpa.org">Communications@mdpa.org</a>
Articles and photos	For the newsletter	<a href="mailto:Newsletter@mdpa.org">Newsletter@mdpa.org</a>
Aviation Advisory Committee	Russ Roe	
<p>The MDPA Clubhouse is on the west side of the airport, south of the airport manager's office.  <b>200 Sally Ride Drive Concord, CA 94520</b></p>		

## Reminder regarding your next Medical

The next time you go for a flight physical, you will be required to fill out the application online at [MedExpress.FAA.gov](http://MedExpress.FAA.gov). The old paper application for an FAA medical certificate is *no longer being used*. The site is now also used by student pilots who wish to apply for a combination student pilot certificate and medical.

The following link leads to a step by step explanation of how to fill out Form 8500-8  
<https://medxpress.faa.gov/medxpress/Guides/MedXPressUsersGuide.pdf>

### Snipped from the FAA site:

To obtain a medical certificate you must be examined by an FAA-designated Aviation Medical Examiner (AME). As the airman you should follow these steps to apply for and obtain your medical certificate:

- Use [MedXPress](http://MedXPress), to complete the initial portion of the application.
- Schedule an appointment with the [AME of your choosing](#).

At your scheduled appointment, the AME will complete your medical examination and the remainder of the FAA application form. If you meet the required medical standards, the AME will issue you a medical certificate. |



**Flyin to Nut Tree**

**August 2013**

August 2013

BBQ and Band Night



Thank you to Bill and Sue Landstra for an excellent BBQ

August 2013

BBQ and Band Night



**August 2013**

**BBQ and Band Night**



**Thanks to the Heartbeat Band**







The **Redbird FMX** full motion flight simulator is a state-of-the-art flight training device that makes flight training affordable.

The Redbird FMX uses the same concepts that major airlines use to train their pilots, only on a slightly smaller scale.

Our Redbird FMX mimics the cockpit of a new Piper Archer with HSI and dual Garmin 430 GPS, and a new Baron G-58 with G1000 Avionics suite. Our full motion simulator is great for:

- Primary flight training

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