



Malibu M-Class Owners and Pilots Association

JANUARY / FEBRUARY 2022

MMOPA™

M A G A Z I N E

Volume 12 Issue 1



The Departure Brief:
Are You Ready?

Ditching in Hostile Terrain
How to Increase Your Odds of Survival

Liability Waivers
Are They Worth It?

Member Spotlight: A Heart for Service

Contents

Malibu M-Class Owners and Pilots Association

January / February 2022
Volume 12 Issue 1

-
- 3 Executive Director's Note**
Reset & Commit
- 6 President's Letter**
New Board Introduction
- 8 Welcome New Members**
MMOPA Lifetime Members
- 10 Member Guide**
- 12 Meet MMOPA Member David Young**
by Dianne White
- 16 Squawk 7700!**
When ditching over remote or mountainous terrain, your best chance for survival is to get rescued fast.
by Dan Dubin
- 20 Are You Ready?**
by Clif Izer
- 26 So You Want to Renew Medical?**
An AME's perspective on the right approach to your next FAA flight physical.
by Tom Thomason
- 30 Liability Waivers**
Are they worth the paper on which they're printed?
by Scott Williams
- 36 Wings Retired**
by Jeff Schweitzer, Ph.D.
- 38 A Visit to the NASA Ice House**
by Dr. Scott C. Dennstaedt
- 42 Master Aviator Program**
Quick Reference Guide

Cover: Photo of MMOPA member Dan Wyson and his beautiful JetPROP as photographed by Jessica Ambats.

Table of Contents: Photo by MMOPA member Derek Weston taking off from 15R at KSBA (Santa Barbara, CA)

Meet MMOPA Member David Young

by Dianne White



Aircraft: Malibu Mirage **Home Base:** Stinson Field, San Antonio, TX (KSSF)
Flight Experience: 3,000 TT and nearly 1,000 PA46 hrs.

MMOPA Magazine: *Can you share a bit about your aviation background?*

David: I began flying in 1984 as a private citizen. I learned to fly at Mathis Field, San Angelo, Texas in a Piper Tomahawk. I transitioned from the trainer to a Warrior and then later an Archer. I had a passion for aviation as a youth and the opportunity to learn to fly became available, so I took the time and money to learn to fly.

MMOPA Magazine: *What aircraft have you flown/owned through your aviation career?*

David: I have owned airplanes since May 2002. Before that I rented aircraft or flew as a mission pilot in the Civil Air Patrol, building hours in that role. I was commander

for three years of the USAF CAP Bexar County Senior Squadron made up of pilots. I was moved to the group level as the Counter Drug and Homeland Security Coordinator later. My first airplane to own was a turbocharged, fixed-gear Cessna T182. I transitioned to a Piper Malibu Mirage in 2013 joining a three-way partnership. In 2017, I became the sole owner of my current PA46-350.

MMOPA Magazine: *What led you to buy your PA46?*

David: I saw one of the first Malibus on the ramp in San Angelo just after I learning to fly in 1984. I fell in love with the airplane, and I have had a Piper brochure of a 1984 Malibu on my bathroom mirror ever since; no kidding! It was my dream to own one and finally had the opportunity to enter the partnership of a PA46 in January 2013.

MMOPA Magazine: *What is your typical mission and distance?*

David: I mostly fly around Texas for business and for Christian missionary work along the Texas/Mexico border. I own an employee benefit third-party administration firm with clients across the state of Texas. Being able to fly to client meetings with an airplane that can handle challenging weather is required. With onboard radar, stormscope, and de-ice equipment, I can make trips that I never would have attempted in my 182. Privately, my wife and I use our Malibu to fly around the United States to visit family, friends, and vacations. We've taken vacations to the Upper Peninsula of Michigan, Puget Sound, West Yellowstone, Indianapolis, Tucson, the mountains of New Mexico, etc. With pressurization, WX capabilities and speed, I've been able to fly trips across the United States that I would not have flown in the 182. I fly between 125 and 150 hours.

MMOPA Magazine: *Explain how your PA46 plays a critical supporting role in your work with Sky Cross.*

David: I use the airplane to save time traveling to the various locations along the border we service. For the same reasons mentioned above, I can be confident I can make most of the scheduled trips. The primary places I travel to in the airplane are McAllen, Alamo, Laredo, Eagle Pass and Brownsville. With the airplane I can go to these locations in a day and return to my office prior to the close of business that same day, sometimes getting 2 or 3 hours done for the business. The poor people we are helping to provide food to for their families depend on our making the trips to buy the food and get it distributed via the missionaries we partner with to meet the mission. The PA46 is reliable, consistently meeting that need.

MMOPA Magazine: *What does your payload typically consist of?*

David: Volunteers, employees of my company and miscellaneous items we deliver to the border, such as clothing, school supplies, and medicines. We don't haul food, but rather purchase the food near our locations.

MMOPA Magazine: *Feel free to share a particular memorable flight or story of a mission where your aircraft played a central role.*

David: Most of my mission and business flights are routine. However, one flight to McAllen took me into a tropical storm. Winds were blowing near 45 knots and partially a cross wind. I needed to be there for enrollment meetings for the City of McAllen. Without the capabilities of the Malibu, I would not have attempted the flight.

However, the most memorable flight was when my wife and I flew to West Yellowstone for a few days to explore

Yellowstone National Park. The day we departed for home, we took off around 9 a.m., when the air still was cold, but clear skies. I was IFR with ATC who directed me over Old Faithful and gave me the opportunity to see the caldera. Old Faithful is with dozens if not hundreds of steam vents showing in the cold morning air. We also flew over Grand Prismatic Pool at Yellowstone National Park, the pool with vivid colors. I was able to see something few ever get to see from my vantage, and I will always remember that departure. Another day I flew past the Grand Tetons which was another sight to see.

The article below is a reprint of a feature that appeared in American Essence Magazine in September 2021, written by Skylar Parker and photographed by Charlotte Cuthbertson.

Don't Forget the Poor

How Sky Cross helps several thousand poverty-stricken people on the border.

Sky Cross is a nonprofit, strictly volunteer-led charity organization that operates along the Texas-Mexico border. Its mission is to provide food, clothing, medicine, and first-aid supplies to impoverished children, families, and orphanages. The organization works closely with missionaries of various denominations who offer education to the poor, primarily in Mexico, in substandard villages called colonias, which lack basic living conditions such as running water, sewers, or electricity.

The organization was founded in 1995 by a retired U.S. Air Force colonel, Terry Bliquez, and his wife Kathy. [MMOPA member] David Young serves as the current president, having been a board member and mission pilot since 1998. Before that, David worked for the Civil Air Patrol (part of the U.S. Air Force), another nonprofit organization, which performs search and rescue missions.

When Bliquez first discussed Sky Cross's mission with Young, it sparked a keen interest in the project. Young would often accompany Bliquez on aid missions to the U.S.-Mexico border to deliver clothing, medicine, and non-perishable food to the needy. Together, they flew multiple times to migrant centers and orphanages, such as those in Nuevo Progreso, Mexico, and Matamoros, which is across the river from Brownsville, Texas.

Young explained that Sky Cross used to dispense secondhand clothing as well, but those deliveries have slowed down exponentially due to the pandemic. The organization has, however, distributed about 15,000 masks and over 600 gallons of hand sanitizer across the migrant communities it serves.



David Young, president of Sky Cross, Sister Juanita, and Sister Ursula at the boys orphanage Casa Nazareth in Piedras Negras, Mexico.

“The primary purpose of Sky Cross is to help provide food for the needy people, the poor on the other side of the border – they’re very, very poor. Many of them come up to the border hoping to be able to come across and they end up being in the colonias on the border, such as the one in Matamoros,” Young said.

Years ago, people in colonias like Matamoros would dig holes in the ground, scavenge coverings for the holes, and live in the burrows. Young remembers “being over there one time and looking at what they had on a grill that they were cooking outside...it was fish heads that they had scrounged for,” he said. “I was amazed that people could even survive with that type of food!”

Sky Cross delivers nonperishable food in the form of beans, rice, corn flour, noodles, and more. “I feel like God has placed in my heart a love for the poor and for their plight,” Young explained, after being asked why the mission at Sky Cross resonated with him so deeply. “It’s such a blessing to me personally to go out and be amongst these people and, with my resources, be able to help them live a better life.”

Young said that when he was growing up, his parents instilled in him a deep desire to dedicate time and effort to helping those in need. “My dad was a home builder, and he would donate his time to work around the church. He had me help paint the back end of a church building one time – it demanded stacking scaffolding because it was so tall. He and I donated our time and efforts to that when I was just a 14- or 15-year-old boy. My father enjoyed giving himself to the community, and that carried over to me,” Young said.



Making a Difference in the Lives of the Poor

Through donations, Sky Cross also helped the Matamoros colonia develop to a point where residents could build a school. To support efforts like this, the Mexican government will provide water and electricity once a school is built, in turn helping the colonia become a sustainable community.

Many children in poverty-stricken communities like Matamoros suffer from malnutrition. According to Young, children’s hair will often show signs of this. “Normally it would be black, but they would have red streaks in their hair, which was showing that they were not getting good nutrition. With time, those red streaks went away,” he said. “It’s a blessing to be able to do that and witness that as time goes on.” For Young, results like these are important, highlighting the difference Sky Cross makes in the lives of needy children.

Young shared that his time at the organization is completely voluntary. Nobody who works there is a paid staff member, and 100 percent of the donations go straight to helping the poor. Young's personal assets, including airplanes, fuel, and other equipment, are also put to charitable use for the organization, transporting volunteers to the border.

Aside from filling his role as president at Sky Cross, Young serves as a board member for a school in northwestern Peru that has 200 students. Together with his wife and family, he also helps over a dozen children at any given time, along the Texas-Mexico border. The Youngs provide money each month to keep those children in school rather than out scavenging the dangerous fields in search of food and money. "We sent a couple on to the university, one of them became a dentist and came back. They are now practicing within one of the colonias there in Mexico," Young said.


Sky Cross helps upward of 30,000 people each year. It has supported six orphanages and helped build clinics in several Mexican colonias along the Texas border, providing quick access to medical care for families in need. "We've built a school in Nuevo Progreso where they would train

the women to sew and work on computers. We have seen the results of that, to where the people will get out of the cycle of poverty and actually begin to have the skills to go out and earn a living," Young said.

Physically Poor, but Spiritually Rich

Through his time volunteering for Sky Cross, Young has learned many important life lessons – especially about how the needy can find happiness in the midst of their poverty.

"The children are especially amazing to me. They can take a simple ball and have fun with that and laugh and enjoy life because they don't want anything else. And what spoke to me is that some of the things we take for granted in our own society are more precious to them," said Young.

"What I have learned in doing what I do is that the poor will find joy, and have more faith in their poverty than a lot of people that have all the things they would want in life. We in America need to understand that even the poorest of us are probably richer than 95 percent of the world. We place too much emphasis on the material things in life and not enough on the spiritual," he said. 



STEEL | FINANCE

FINANCE WITH STEEL
LOW RATES STARTING AT **3.85%**

TOP-NOTCH SERVICE FOR OVER 20 YEARS

FROM SINGLES TO JETS, WE SPECIALIZE IN MAKING YOUR LIFE EASY!

937-703-3872 | **937-216-7586**
MEGAN@STEE LAVIATION.COM | JAIME@STEE LAVIATION.COM

WWW.STEE LAVIATION.COM

E1000

GX

UNPARALLELED PERFORMANCE.

4,000 fpm Climb Rate | 34,000 ft Ceiling | 2,860 lbs Useful Load | 1,100 lbs Max Full Fuel Payload



 EPIC
epicaircraft.com