
EDC Pistol Training News

Every Day Carry training to safely and effectively save lives

Quote of the Month

“Focus on being a better weapon rather than trying to find a better weapon.” - Dan Chavez

Open Enrollment

Pistol Tune Up for Newer Shooters

workshop at Homestead on November 13, 2021. Check our website for details and to enroll.

Hardening of your Physical & Digital Home

by retired Green Beret and CIA clandestine operative is scheduled for December 11 and 12. Stay tuned for details next month.

Tim Herron returns March 2022 with a **2 day Practical Pistol Performance**. Check our website for details and to enroll.

Private group and 1:1 courses always available. Thank you for your continued support.

Pistol Tune Up for Newer Shooters

Saturday November 13, 2021 | 09:00 to 15:00

300 rounds | \$230 | Homestead Training Center

This open enrollment performance based training workshop is designed for concealed carry pistol shooters with 40 hours or less of prior formal training. More experienced shooters who believe “fundamentals never go out of style” will also benefit.

Drama Free Domestic Air Travel with Firearms

Having recently travelled to the Pacific Northwest with my carry 1911, two UTM Glocks, and several hundred rounds of pistol, UTM, and 5.56 ammunition, I thought I'd share my experience with the readers given the resurgence of domestic air travel for pleasure and business.

Before I get there, however, I want to remind everyone that whether you travel with firearms or not, having Global Entry (\$100 fee) or at least TSA Pre-Check (\$85 fee) is a “must have.” Not only do these credentials get you in the security check point fast lane, but they also negate the need to remove shoes, laptops, and submit to non-standard

detectors. It's basically like traveling pre-9/11. Moreover, if you have an American Express Platinum card, they will cover these fees for the family every 5 years.

Now for the fun stuff. I'll share with you how I travel with guns and ammunition, and you can either copy it or adapt these methods to suit your needs.



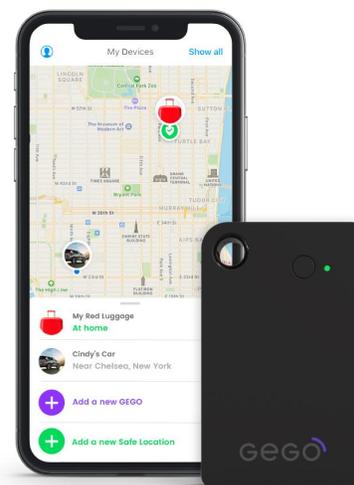
First, I use a Pelican 1560 case I bought used off Ebay for \$120 with shipping. I really don't care about interior foam so I removed it, but kept the foam affixed under the lid. Although there are cheaper competitors such as Harbor Freight, not only are Pelicans extremely well built, but they also have built in rollers and an extendable handle which makes walking in airports a breeze.

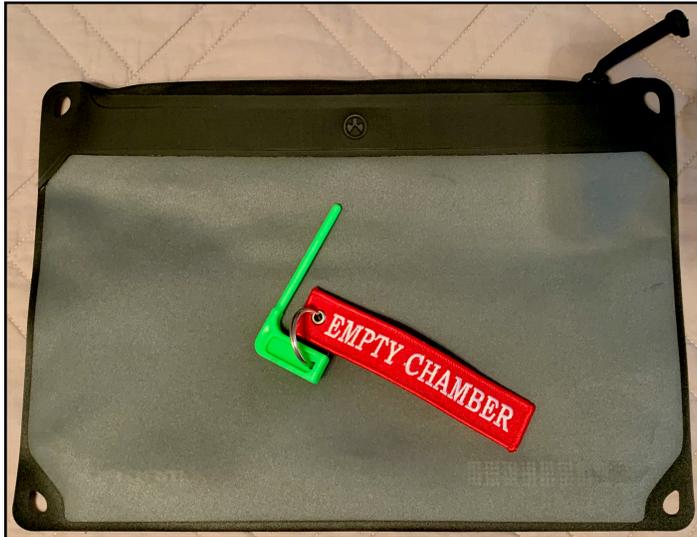
I filled the Pelican with various bags and pouches starting with my range bag. Inside this range bag are magazines, ammunition, eye and ear protection, IFAK, blue gun, and range items such as pasters, staple gun, laser rangefinder, small cones, several types of dummy training ammunition, training sight overlays, etc. Note the FAA limits ammunition to 11 pounds total and must reside in their original container or an ammunition storage box like what reloaders use. While the FAA allows you to have your magazines loaded too, most airlines will not allow this as a matter of airline policy.

Residing inside one of my range bag's compartments was a GEGO cellular and bluetooth tracking device that is FAA compliant and enabled me to track the entire Pelican case during the journey. Hands down this device provided me peace of mind knowing where my kit was at any given time, which was especially important when changing planes with short layovers both leaving and returning home.

Next, I had a large MagPul Daka pouch containing two unloaded Glock 17 UTM guns. Next to that was a MagPul Daka Takeout pouch containing my gun cleaning kit.

The coup de gras was another MagPul Daka pouch, but this one was extra large and had a clear window on one side. It was in this pouch that I had my unloaded 1911 with a large bright green chamber plug inserted into the chamber attached to a





red and white “EMPTY CHAMBER” tag. The trick is to place this bag on top of all the other bags so if the airline agent wants to inspect the gun to make sure it’s unloaded, all you have to do is open up the lid and they can see the gun’s status right there without having to handle anything. The foam under the lid protects the gun on top, and the bags protect the gun from underneath.

Once I have the Pelican closed, I use two Master padlocks to secure both locking points. Do not use TSA approved locks!

Note the total weight should be kept under 50 pounds. to avoid additional fees (mine weighed in at 42 pounds).

This leads me to the last topic which is what to expect and how to handle the various agents and airports. Understand one thing: 95% of what determines whether we have a positive or negative experience comes from our attitude and demeanor. If we don’t make this a big deal then neither will the agent, and vice versa.

So here’s how I recently rolled traveling on Delta Airlines from Fort Lauderdale (FLL) to Portland, Oregon (PDX), with an outbound connection in Salt Lake City (SLC) and a return connection in Minneapolis/St. Paul (MSP):

- Arrive 1 hour before boarding time (those without Global Entry should plan on 1:30 or more).
- Proceed to the airline checked baggage counter with Driver’s License ready and padlocks removed.
- *Casually* tell the agent:
 - your destination
 - that you need to check one bag
 - that you’ll also need to sign an unloaded firearms declaration tag
- The agent will ask you for your Driver’s License, get you the tag and a pen, and ask you to open the case to show the unloaded firearm. Since I had my primary pistol pre-staged in a

clear DAKA bag with “EMPTY CHAMBER” written all over it, I just had to point this out to the agent and we were done. No one handled any firearms or had me do so.

- Place the signed tag on top of the contents, close the lid, and lock with the two Master locks.
- Make sure to get your baggage claim ticket along with your boarding passes.
- While you proceed to concourse security, the airline staff will zip tie the Pelican case both horizontally and vertically. (Since one of these ties will later inhibit your ability to slide the retractable handle outward when you reach your destination, I recommend bringing a pair of electrical wire cutters/crimpers/strippers in your carry on.)
- At your destination, your checked baggage will not be delivered to the carousel with everyone else’s. Instead, it will be hand delivered to the airline’s Customer Service office inside the baggage claim area. On both flights, going and coming, I found my Pelican arrived *faster* than everyone else’s luggage going to the carousel. You will need to present both the claim ticket and Driver’s License to retrieve the luggage.



This airline industry practice of applying zip ties on the checked baggage and having it delivered to customer service emerged in the wake of the 2017 Fort Lauderdale airport shooting. The idea is to create barriers for bad actors by by isolating the traveler and his baggage from the carousel and making it difficult to open upon arrival. Personally, I think this is nothing more than more “theatre security,” but at least now we have a consistent policy to deal with. Safe travels!