



SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

Sacramento County Sheriff's Air Squadron Newsletter

FEBRUARY MEETING

Roundtable meeting: SAS joins other active groups

A January roundtable discussion with representatives from Alameda, Yolo and Fresno counties kicked off our Squadron's membership in the Western States Association of Sheriff's air Squadrons.

Captain Pete Sandhu, Commander of Alameda Air Squadron highlighted his squadron's drone activities. "We launched our drone program less than five years ago and we have flown more than 500 missions searching for lost persons, located victims, helped find safe evacuation routes and mapped blackened cul-de-sacs of Paradise during that terrible fire."

Commander Shannon Newbold described Yolo County's Aero Squadron work. "We do search and rescue, working with boat units and off-highway vehicle units and any other general support requests that the deputies have on the ground."

Fresno Air Squadron Commander John Kirkorian, who also serves as Western States' Quartermaster, said: "For some time now, our members have been using Garmin StreetPilot GPS units, (LCD Display with Grayscale) that were donated to aid in our mission objectives. These include:

identification of street addresses from aircraft, assisting in surveillance and gathering airborne intelligence to be used in criminal cases."

What do these Commanders see for their groups' future activities?

"Interagency support," said Captain Sandhu, "including large-scale disasters where we can provide situational awareness to stakeholders using drone technology."

"We can take quick film or pictures and send them off to the emergency center. We use an app called Hangar 360, where we take a series of photos and then stitch those together. In a fire situation, we can immediately e-mail these images off to folks who are concerned about their homes."

"Drone imagery in real or near-real time through people's mobile devices, can give officials information they need in a timely manner."

Will our Sacramento squadron join the drone movement? That's a conversation and discussion tee'd up for a future meeting.



Briefing: Rio Cosumnes Correctional Center

February 19th, 5:30 pm

Squadron Headquarters

Executive Airport

Deputy Ian Loza, Rio Cosumnes Correctional Center Reentry Services, will present a briefing on RCCC facility history, current inmate occupancy and steps taken by SSD to lower recidivism rates.

Ken Lux, Vice Commander, will be leading our meeting.

Join us for another terrific meal from Aviator's Restaurant.

AROUND THE SQUADRON



By Ron Richey

What does a business entrepreneur, an oral surgeon, an endodontist, a retired airline captain and a retired engineer all have in common?

Not only are they Air Squadron members, they are sworn Sacramento County Sheriff Reserve Officers.

Ed Rincon, (Level I), is an 'on call' reserve deputy participating in everything from roadside DUI checkpoints, crowd control, undercover assignments and working with the SWAT team.

Rich Moorhouse (Level II) is a Sergeant with the department currently assigned to administrative duties. In the past Rich

spent a lot of time on patrol out in Rancho Cordova area. The photo below shows one of Rich's more challenging assignments.



Kevin O'Neill (Level III) participates in public events that come under the Sheriff Department's jurisdiction; controlling access points, traffic control and keeping a watchful eye out for any malicious behavior. Kevin recently worked the Guns N Hoses Football event, has also helped out with security over at the Aerospace Museum.

Jerry Blalock (Level III) and his good buddy **Joe Williams** (Level III) have both been reserve deputies for over 15 years. The two deputies work together in the Sheriff's CCW renewal program, along with being very involved with the department that oversees Pawn Shop compliance and the recovery of stolen property. Jerry and Joe will receive a list of recently stolen property in Sacramento County and then will search the web for pawn shops listing the goods for sale. If they find a match, investigators are sent to the pawn shop to find out who brought the goods to the pawn shop dealer and hopefully leads to arrest of the bad guy who stole the items.



Bob Lessman and his fiancée **Nancy**, have been touring the highways and towns in Arizona, no...not in the T-6, but in his land yacht. (Motorhome). They had stops in Laughlin, Bullhead City, stopped in Oatman to see burros

wandering the streets, and finally to the granddaddy of all flea markets, Quartzite. The Arizona trip is just a warm up for next month's trip down to Georgetown, Texas.



I had a wonderful time participating in last month's roundtable discussion with nearby Air Squadrons. These squadron representatives were top-notch ambassadors for their groups.



Commander's Column: A delicate subject - Scud Running

Last month's helicopter crash that killed Kobe Bryant and eight other people has been originally attributed to poor weather and mountainous terrain. Low ceilings and fog were present along the California coast that morning as the Sikorsky S-76 flew from Santa Ana to Camarillo.

As pilots we can often encounter these types of conditions and I have lost friends who have continued on into worsening weather – scud running.

Of course the goal of scud running is to stay clear of weather and to continue flying with visual, rather than instrument references.

But there is an interesting phenomenon that occurs while flying low in poor visibility. It is something that has happened to me.

When a pilot is flying in gradually worsening conditions, the path behind can look worse than the path ahead – but this can be an illusion. The airplane's forward motion allows progressively more landmarks and terrain to come into view – while the weather behind seems to be worsening.

So, as a result, we can be lured into believing that continuing straight ahead is the best alternative. We become reluctant to turn around while we have time and opportunity to do so. Coupled with a pilot's natural mindset to proceed with a planned course of action, the phenomenon becomes even more deceptive as airspeed increases.

When flying at higher airspeeds, as was Bryant's helicopter, it would take less than 20 seconds to cover one mile.

The Bryant accident is a reminder of scud running dangers.

Dale Terry, Commander

