



Sacramento County Sheriff's Air Squadron Newsletter

SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

MAY MEETING

Taigh Ramey:

Labor of love - preserving WW II aviation history

In an out-of-the-way Stockton Airport hangar a unique aircraft restoration company serves a worldwide customer base. The company, Vintage Aircraft, is led by Taigh Ramey.

Specializing in Twin Beech 18 restorations, Ramey and his technicians are specialists in keeping this historic aircraft flying.



Manufactured continuously by Beech Aircraft, Wichita, Kansas from 1937 to 1969, over 4,500 Beech 18s were used in military service. The airplane saw duty as a light transport, light bomber, aircrew trainer, photo reconnaissance and mother ship for target drones.

After the war, the Beech 18 was the pre-eminent business aircraft and was also used as a "feeder airliner." Other civilian uses included aerial spraying, sterile insect

release, fish seeding, aerial firefighting, airmail delivery, ambulance service, skydiving, freight, drug-smuggling, banner towing and as a stunt aircraft in movies.

Taigh says that aircraft restoration is a difficult business, "after you take a vow of poverty, success demands a love for the preservation of these historic flying museum pieces."

Walking around Taigh's Stockton hangar, there are treasures to be found at every turn. Looking for a working Norden Bombsight? It's there. How about a ball gun turret? Taigh has one in the original packing case.



Sitting on the ramp outside Vintage Aircraft is a flyable PV-2D Harpoon. Used for maritime patrol, the aircraft had forward-firing machine guns, ball turrets and underwing rockets.



Sheriff's Aircraft Review and Special Presentation by Taigh Ramey, Vintage Aircraft

May 22, 4:30 pm
Mather Airport

Sheriff Jones will inspect our Squadron aircraft at the Annual Fleet Review held at the Sheriff's Air Operations hangar, Mather Airport.

Polish up your aircraft and be ready to present your pride-and-joy.

A first-class meal will be served – and we will have some special aircraft on display.

New Squadron members will also be sworn-in.

Ron Richey, Air Boss, will manage the ramp.

SQUADRON NEWS

Gone West

Texas Skyways founder and President Jack Johnson, died April 8 in Boerne, Texas. Johnson was 87.



Jack had interacted with many Squadron members over the years due to the Texas Skyways engine and propeller upgrades for Cessna 180 through 210 aircraft.

An avid aviation enthusiast, he was the recipient of the prestigious Wright Brothers "Master Pilot" Award after 69 years of flying.

2019 contest

This year, our "bring-a-guest" contest will continue. The winner will receive an all-expense paid trip to the **Tutima Academy of Aviation Safety (Sean D. Tucker Academy)**. The program will be a 2-day **Pilot Confidence Training Course**.

The course guides pilots through psychology and aerodynamics behind **Loss of Control** accidents. The course is a perfect orientation for general aviation pilots looking to increase their confidence skills and safety.

The Academy is located at the King City, CA airport.



1,707,203: Flights handled in 2018

The Squadron April meeting was held at the Northern California TRACON facility. There, we learned that over 1.7 million flights were handled at this very busy FAA facility. Actually, NorCal Approach control is the 3rd busiest TRACON in the U.S.

Members and prospective members attending the TRACON tour included: Ron Richey, Doyle Carroll, Bill Cox, Ron Lamb, Jim Everhart, Doug Hunting, Tom Jones, Duane Harlan, Matt Armenta, Ed Rincon, Kevin Phillips, Howard Stagg and Dale Terry, Commander.

The NorCal TRACON provides safety alerts, separation and sequencing of aircraft at several busy airports, including: Reno, San Francisco, Oakland, San Jose and Sacramento Metro. GA airports throughout northern California are included in both IFR and VFR services. Over 20,000 square miles of

airspace are controlled by a staff of 200 specialists.

Surprisingly, over 50% of the electricity necessary to power this site is produced by a single-axis solar tracking array located adjacent to the FAA property.

Many TRACON staff are part of the Technical Operations team that maintains the complicated equipment which must operate 365/24/7.

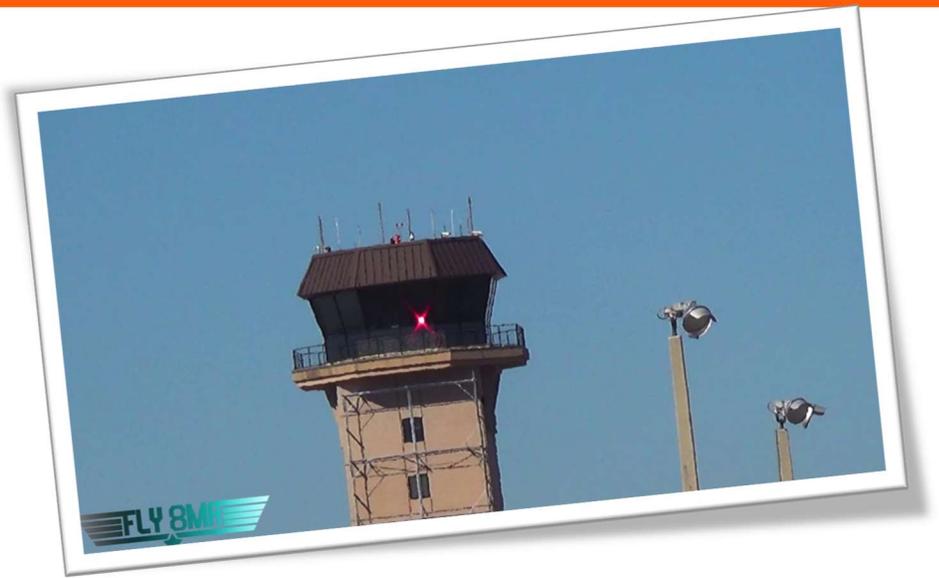
Our tour group was impressed by the FAA's operation, controller qualifications and the large volume of traffic passing through the NorCal sectors.

Controversy is part of the TRACON's life – whether it is aircraft noise, flight patterns or irritated pilots, controllers and managers seem to take it all in stride. Clearly the controller's job is a high intensity profession that calls for critical decision making skills with little time to debate proper instructions to aircraft traveling at a closure speed of over 1,000 mph.

You have been flying along enjoying your day when you realize that you cannot talk to ATC.

You might be low on fuel.

What will you do?



Commander's Column: Inflight incident

Last month I faced an in-flight alternator failure which shortly cascaded into a communications failure.

Over Merced at 11,500 ft. I began to think: "What do I do next?"

First, I remembered my flight instructor telling me that when communication problems occur – exercise good judgement. Try troubleshooting.

Next, I informed ATC of my issue. I entered 7600 in my transponder and informed NorCal Approach of my intentions.

My battery back-up still powered the Garmin G5 heading and artificial horizon displays, plus my iPad was fully charged and operational. **But my radios died.**

Heading back to Executive Airport was doable – and I followed the correct pattern entry procedures.

I could see on my Garmin Pilot ADS-B screen that ATC was vectoring traffic away from me. And shortly after turning base-to-final I received a steady green

light gun signal from the tower – "Cleared to land."

After landing I saw a flashing green light gun signal which allowed me to taxi to the maintenance shop.

Executive Airport Operations truck met me at IvanAir and asked if I needed any assistance.

I placed a cellphone call to the tower and thanked them for handling my problem so efficiently.



With appropriate training pilots can handle such mid-flight radio and electrical failures. Our aircraft have become very dependent upon electrical power – my vacuum system was removed long ago.

But then there are times when remembering the correct interpretation of light gun signals returns one to private pilot procedures and training.

Dale Terry, Commander

AROUND THE SQUADRON –
BY RON RICHEY



Last month **Joe Williams and Jerry Blalock** attended a Sacramento County Board of Supervisors meeting to receive an annual award "Best Volunteer Group of 2018."

The award was given to Joe and Jerry as members of the Sheriff's Pawn Detail operating out of the SSD's Centralized Investigations Division (CID). There, they research crime reports of stolen property to determine if the items have been pawned. If they discover that the property was pawned, CID goes after the suspect.

Joe and Jerry each have over 15 years of volunteer work with the SSD.

Outstanding community service – our hats go off to these two Squadron members.

Jerry says "Any Air Squadron member interested in working as a volunteer with SSD can e-mail volunteers@sacsheriff.com for details. It is productive, interesting and much appreciated work."

Past Commander **Kurt Siggard** just took delivery of two large crates; one containing a brand new IO-470 engine and one containing a new three bladed propeller for his Cessna 205. That's the good news; the bad news is....the propeller arrived with major damage, as in one of the three blades being bent at the tip. Needless to say, Kurt was just a little torqued with the shipping

company, but after many hours on the telephone, it looks like the situation will get resolved. Fortunately, the prop will be one of the last big parts to be installed on the airplane. Hopefully, without any more mishaps, Kurt will soon be flying behind a behind a zero-time engine.



Past Commander **Duane Harlan** drove down from Reno to attend the Air Squad tour of the Northern California TRACON facility. Duane said he will be attending more Squadron events in the future, since he is almost finished with the custom home he and his wife Danice have been building for the past year or so. Duane said he is on the hunt for a nice C-182.

Vice Commander **Jim Everhart** mentioned that due to the time constraints of his dental practice and looking after his winery operation, he has not been flying his C-210 much these days. Jim said he is giving some thought to taking on a partner in his airplane, so if anyone has any interest in a well equipped airplane with less than a 100 hours on a new engine, give Jim a call.

Chuck and Reggie Asbury decided to take a 17 hour airplane ride from KSFO to Singapore. During their eight day visit in Singapore, the Asbury's checked out the Methodist church that was

established in the late 1930's by former member Bill Myer's parents. Bill's parents were able to leave the area just before the Japanese arrived during WWII. From Singapore, the Asbury's headed for the Grand Hyatt in Bali. Here is a direct quote from Chuck about his impressions of Bali....."So strangely difficult....the soul-soothing wafting aroma of fragile Frangipani, melding with tepid waters of the Java Sea tingling ones toes, makes comparisons of other languid locales an utter waste....Memories become easily indelible when coupled with an equatorial sunset." After visiting Bali, next stop Siem Reap, Cambodia to check out the ancient temples. Chuck did send a note from Cambodia saying that Reggie refused to eat any type of local snake, no matter how it was prepared. What happened to.....While in Rome.....



Looking for the preverbal \$100 hamburger? **Ed Rincon** was recently spotted landing his Bell Jetranger at the Watts-Woodland airport (041) for a short walk to have lunch at the Yolo Flyers Country Club grill. Ed said the manager told him to pass the word to other pilots that they are welcome to pop in for lunch at the golf course restaurant, no membership necessary. Ed said the food was worth the fuel burn.

Planning for June Meeting:

AOPA Regional Fly-In - Livermore Airport, June 21 & 22

This summer our Squadron will participate in the 80th anniversary of the Aircraft Owners and Pilots Association (AOPA) Fly-In at Livermore Airport.



Up to 500 airplanes are expected with over 6,000 people in attendance.

Members are encouraged to make plans now to attend. The AOPA website allows registration and sign-ups for classes and seminars.

The two day event – Friday, June 21 and Saturday, June 22 is packed with new and expanded content, aerial activities and a special night time drone show.



If you plan stay overnight, we are using the Residence Inn Livermore as our base of operations. Rooms are available to book and we will run a shuttle service from hotel to airport.

Friday night's activities includes a flightline dinner at which we will have reserved tables.

A schedule of activities for both days is available at the AOPA website and is summarized below. You will find hand-on workshops and seminars, Pilot Town Hall, plus exhibits and static aircraft displays.

If members are interested in visiting a local winery for a Saturday lunch, that can be planned.

For those not planning to fly, driving in to Livermore is easy and there will be lots of parking.



Friday, June 21

9:00 am – 4:00 pm Free seminars and paid ground school workshops.

9:00 am -- 5:00 pm Aircraft display and exhibit hall open.

11:00 am – 11:45 am Pilot Town Hall with AOPA President and CEO Mark Baker

11:00 am – 2:00 pm Food trucks

4:00 pm – 5:00 pm Exhibit Hall Happy Hour

5:00 pm – 9:30 pm Flightline cookout featuring special STOL Invitational demonstration and night drone show.



Saturday, June 22

9:00 am – 4:00 pm Free seminars and paid ground school workshops.

9:00 am - 5:00 pm Aircraft display and exhibit hall open.

11:00 am – 11:45 am Pilot Town Hall with AOPA President and CEO Mark Baker

11:00 am – 2:00 pm Food trucks

12:00 pm – 1:00 pm STOL Invitational demonstration

4:00 pm Fly-In ends

