



# Sacramento County Sheriff's Air Squadron Newsletter

SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

MARCH MEETING

## ZOOM meeting is a hit:

### Sheriff Jones – up close and personal

Over 20 Squadron members joined February's kickoff ZOOM meeting with special guest, Sheriff Scott Jones.

Vice Commander, **Doug Hunting**, guided first-time ZOOM users through log-on logistics.

Commander, **Ken Lux**, led this on-line event's agenda highlighting 2021 Squadron plans including youth/mentoring programs and coordination with SSD to gain new members thus ensuring sustainability.

**Sheriff Jones** addressed SSD 2021 goals and initiatives including body cam implementation challenges. Taking questions from members, Jones looked at upcoming Sheriff Department election issues, SSD finances and COVID impact on Department resources.

Jones said: "I am looking at 2021 as a 'getting back to normal' time for the Department. It has been very difficult, given COVID issues, to maintain the level of community involvement SSD has been known for."

Looking at the SSD's growing use of drones, Jones indicated that Squadron involvement

in drone work may be possible. "Several opportunities have shown the utility of drones to remove risk factors from responding personnel," reported Jones.



**Alan Gallaway and Jim Phillips** were honored with awards for passing 40 years as squadron members.

Treasurer, **Joe Williams**, detailed Squadron finances with projections for Hut repairs.

All on-line participants felt that the Squadron had hit a home run in our first time up at the ZOOM virtual meeting format.



### March ZOOM Meeting With Tim Pinkney, NASA Solar System Ambassador March 17th, 5:00 pm

Past Commander, **Tim Pinkney**, will brief our Squadron on **Mars Perseverance Rover's** status. Following February 18<sup>th</sup> landing, NASA's largest rover to date is sending back amazing pictures and video from our next door planetary neighbor.

If all goes according to plan Ingenuity, NASA's remote piloted helicopter will have attempted the first off-earth flight.

His presentation is titled: **First Helo and Next Rover – Newest Machines on Mars.**

## AROUND THE SQUADRON



By Ron Richey

Past Commander (1987) **Howard Stagg IV**, who joined the Sheriff's Air Squadron over 50 years ago in 1970, after being on a waiting list for almost three years, is our longest serving member.

Back then Howard was flying a Beech Bonanza V-35B before moving on to an A-36 Bonanza and eventually to a Baron. Howard said he was invited to join the elite Sacramento County Sheriff's Air Squadron by Dick James, who has since passed away in a tragic airplane accident.

Howard said back in the early days the Air Squad was a very active group in which lifelong friendships were established, guys meeting on Saturday mornings to fly out somewhere for the infamous hundred dollar hamburgers, along with flying various missions for the Sheriff. Needless to say, this period was before city risk managers, huge insurance liabilities, and departmental restrictions.

Today Howard has paired his law practice down to a couple clients that enable him to have a flexible work schedule so he can travel to his lake house in Maine or stay in the local area attending to his exotic car collection. Howard contents he deserves some down time since graduating from McGeorge School of Law's first full time graduating class back in 1967. That said,

Howard is always willing to work behind the scenes with the Air Squadron's Board of Directors with any needed legal issues.

**Pete Halimi** checked in to say he and his wife **M'Lissa** have spent the last thirteen months renovating their home. Pete, who is in the construction and redevelopment business, said his home project was one of the most difficult and challenging remodels he has ever attempted because of the effects of COVID-19 on acquiring building materials and subcontractors. He said everything was a grind and cost were way over budget. Pete said he is getting the 'airplane itch' and may be on the hunt for a new flying machine in the not too distant future for both work and introducing his son to aviation. Pete said he is looking forward to the day when we all can get together at the HUT.

**Rich Moorhouse** has been keeping an eye on the turbine market since selling his Citation and has a few tire kickers, I mean prospective buyers... looking at his King Air. Rich said due to the COVID-19 crisis, the small personal jets have become the most in demand airplanes on the market, which has made good low time used jets difficult to find at a reasonable price. Rich mentioned the large long range jets are sitting on the market much longer due to the fact that people are not flying from continent to continent as much because of the world wide pandemic.

In the "**you will not believe this story**" category.....Rich's wife **Karen** is wheelchair bound because of a serious and somewhat freakish accident. Rich and Karen are dog lovers and apparently have two large dogs, one of which is an 85+ pound Doberman Pinscher who was running around in their kitchen, cut the corner and blindsided Karen shattering the bones in her leg and damaging her knee in the process. Karen has undergone multiple corrective surgeries to put all the broken parts back together with screws, pins and rods. The upside for Karen is.....when Dr. Moorhouse gets home at night and takes off his surgeon's coat, and puts on his Mrs.

Doubtfire outfit, dinner gets prepared and served, the dishes are put away, the grocery shopping gets done etc. Karen would not comment on Rich's cooking abilities but did say she is looking forward to getting through the recovery process as soon as possible and getting out of her wheelchair.

## Safety brief

By Bill Cox, CFII

**Ever hear of the three strikes rule? Let me explain.**

It's easy to cancel a flight when you're obviously sick or the weather is terrible, but more often it's subtle. Maybe it's a no-go ... or maybe it's no big deal. Is there any objective way to deal with these fuzzy decisions?



The U.S. Air Force Thunderbirds worked out their own "three strikes rule." If any pilot

committed three mental errors, which by themselves weren't a big problem, but collectively indicated the pilot just wasn't on his/her game – the pilot would immediately terminate a maneuver and land.

In general aviation these small mental mistakes could be: forgetting a step in the start checklist; misunderstanding a taxi instruction; or forgetting cabin door or seatbelt. These three taken together could be enough to indicate that we are just not mentally ready to fly.

These decisions can be more difficult to make when you are enroute partway to your destination. But if you are committed to landing after three mental errors – after the second one, you will sit up and pay attention – any you will be surprised how much your performance improves.

Have you ever ended a flight early because you felt you were not quite "on your game?"

I have.



## Fresno Hotter'N Hell Fly-In

Mark your calendars for September 24<sup>th</sup>-26<sup>th</sup> as the **Western States Association of Sheriff's Air Squadrons** hosts their bi-annual fly-in weekend.

This event will be our Squadron's first official event participation since joining WSASAS in 2019. Last year's event was cancelled due to COVID

Held at Fresno Chandler Airport (KFCH) the event brings together members from fifteen volunteer flying squadrons in Arizona, California and Nevada. Over 400 members participate in these law enforcement supportive groups.

Fresno's fly-in is a three-day event allowing attendees to share experiences and compete in flying and shooting skills.

Most members arrive on Friday. Some spouses participate in local shopping excursions and other individual Squadron events.

A pistol shooting competition is held for both .38/9mm and .45 caliber contestants. A handicap scoring system

allows shooters to compete against others of similar skills.

Flying competitions include spot landing, message drop and various search and locate tasks.

Whether it is training, brushing up on rusty skills or learning how to use some new technology, this fly-in event is fun for all.

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**The National Aviation Heritage Invitational's 20<sup>th</sup> year** will be celebrated at the STIHL National Championship Air Races in Reno on September 15 to 19, 2021.

The vintage aircraft competition, founded in 1998, pits restored aircraft from five categories against each other for the Neil A. Armstrong Aviation Heritage Trophy.

The aircraft compete in categories based on age and disposition:

**Antique:** Includes aircraft manufactured in 1945 and earlier.

**Classic:** Includes aircraft manufactured from 1946 to 1956.

**Contemporary:** Includes aircraft manufactured in 1956 to 1976.

**Military:** Includes aircraft manufactured in 1976 and before.

**Large Aircraft:** This category includes aircraft (both civilian and military) manufactured in 1976 and before with wingspans of 45 feet or more.

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Plans are moving ahead for **2021 EAA Airventure** event July 26 – August 1.

After last year's Airventure cancellation, this year's celebration features an expanded warbird presence as the 75<sup>th</sup> anniversary (plus one) since the end of World War II is commemorated.

Special emphasis this year highlights aircraft and personnel of the U.S. Air Force Special Operations Command (AFSOC).

Daily airshows and what seems to be many jaw-dropping moments are anticipated during feats of aerobatic skill by top air show performers.



## Commander's Column:

### A first time award and March ZOOM meeting

Hello Air Squadron:

Spring is almost here and I hope everyone is out flying enjoying the great weather!

Thank you to those who joined our February ZOOM meeting with Sheriff Jones. It was great to learn about the Sheriff's insights and law enforcement aviation perspectives.

Please join our next ZOOM call March 17<sup>th</sup>:

<https://us02web.zoom.us/j/84939379514?pwd=ToRBN1V3Yms2NDEobVBvY1pEVWlNQTo9>

Congratulations to **Dale Terry** our first recipient of the "Soaring Eagle" trophy. Dale served as Squadron Commander from 2018 thru 2020 – and before that worked with Past Commander, Tim Pinkney, for a two year stint as Vice Commander. As current Past Commander, Dale continues to serve on the Executive Committee and has worked as Newsletter editor since September 2015.

*The Soaring Eagle Trophy honors recipients with "Outstanding leadership and commitment to the Sheriff's Air Squadron, law enforcement and aviation, combined with a passion for putting community above self."*



The Executive Board is working on a number of important Hut upgrades, including needed repairs and paint. A new Squadron website is coming this spring and we have enrolled in Amazon's "Smile" program to receive Squadron donations.

For shooters, we have secured a special discounted rate for the exclusive Placer Sporting Club – details to come soon.

<https://www.placersportingclub.com>

We have a new Liaison at the Sheriff's office and if your ID card is expired, or within 30 days of your birthday, please email me [ken@sacairsquadron.com](mailto:ken@sacairsquadron.com) and I will help with your appointment at the Sheriff's office.

During your appointment, you will receive a new picture taken that is valid for five years - Official Squadron shirt with our logo is mandatory for all IDs and pictures going forward.

Check out <https://transportup.com> for fun facts on Air Taxis.



And lastly, if you haven't yet, don't forget to send in your Squadron dues. Last chance to pay is March 31<sup>st</sup>.

If you have dues questions, please contact Treasurer Joe Williams -- [jjw@sirewest.net](mailto:jjw@sirewest.net)

**Ken Lux, Commander**

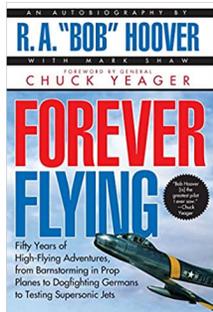


## CHUCK ASBURY: VIEW FROM THE LEFT SEAT

(Ed. Note: High time Command Pilot Chuck Asbury will periodically contribute to the Newsletter with views on aviation, interesting travel stories and commentary on flying both yesterday and today.)

## Boundary pushing flying books

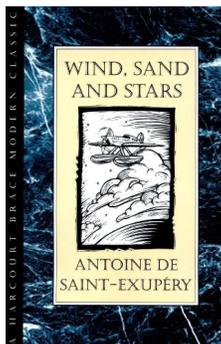
Somewhere between cocktails, flying and incessantly rubbing new paint on old airplanes, pilots read...a lot. Mostly about flying, and quite naturally. And not incredibly, such reading plucks the ordinary flyer from ordinary pilotage and easily casts him into the realm of *real* flying.



On occasion, one of our number does in fact engage in trips that challenge our collective wit and offer words to fill a few lines in our log books that in future years grant great pleasure. Yet, they are too few, and we seek vicarious satisfaction in thrilling at the exploits of the few great pilots that have managed to string pearls of prose across pages in which we are become so completely

absorbed as to wishfully adopt the stories as our own.

What stories you say? If you have read any of the following you will smile and say to yourself; Yes, I have perused those glorious lines, and gladly, and will read it again someday. Some of the great ones quickly come to mind for those truly immersed in the fine art of flying.



Try these; Wind, Sand and Stars (Antoine De Saint Exupery), Battle Hymn (Colonel Dean Hess, priest turned Korean era fighter pilot), Doolittle ( Thomas & Jablonski), 1000 Destroyed (the story of American Fourth Fighter Group in Europe (Grover Hall), To Fly & Fight (Bud Anderson, of Newcastle), Gunther Rahl (German 275 victory ace, shot down eight times and an Allied POW), Tank Buster (by Luftwaffe pilot, Hans Ulrich Rudel), Forever Flying (Bob Hoover), Baa Baa

Blacksheep (Gregory "Pappy" Boyington), Zero (Saburo Sakai).



Above all these rises Fate is the Hunter by Ernest K. Gann. It is an autobiography that begins with the newly crafted DC-2 in the early thirties, quickly turns to see World War II catapult aviation into incredible realms, then carries on and into the huckleybuck of post-war years when jet propelled international air routes released the world to visit itself.

Will reading these books make you a better pilot? They damn well will.