



SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

MAY MEETING

Sacramento County Sheriff's Air Squadron Newsletter

Air Squadron at 80:

Pearl Harbor puts a crimp in kick off year

Eighty years ago, in 1941, the Sacramento County Sheriff's Air Squadron was established. That year began with an interesting "first" as Jackie Cochran became the first woman to fly a bomber across the Atlantic Ocean. And the year ended with the Imperial Japanese Navy making a devastating successful surprise attack on the U.S. Navy fleet at Pearl Harbor.

In between these two events, a group of Sacramento area flyers gathered for their first meeting at the intern quarters of Sacramento County Hospital. Dr. George Chappell was our group's first Commander. Then Sheriff, Don Cox, sanctioned the organization.

After a break during WW2, our Squadron regained its momentum in 1946 when Dr. Chappell again called the group to order.

During the 1950's and 60's, our group wore distinctive uniforms (including ties) and used Phoenix Field as the center of flying activities.

1970's saw social trips to Mexico, flights hosting California dignitaries and businessmen on flights to foster community

relations. The Squadron aircraft participated in river patrols and assisted law enforcement officials in making trips to Western states.

Since those "mission" flights, our group has enjoyed fly-out and drive-out trips to Edwards AFB, NASA Ames Research Center, SFO to visit United Airlines Maintenance Center, Beale AFB, Reno Air Races, San Quentin Prison, Rogue River jet boats, Patriots Jet Team, CHP Academy, Golden 1 Center, Jonsey's Napa Cafe and Folsom Prison. And these are only a few of a multitude of outings our members have enjoyed.

In between these activities, our Squadron has invited scores of interesting speakers to provide updates on aviation and law enforcement topics.

Dedicated Squadron Commanders and Executive Committee members have devoted many, many hours to move our organization to the point we enjoy today.

Happy 80th anniversary to a great group – the Sacramento County Sheriff's Air Squadron.

Dale Terry, Newsletter Editor

May ZOOM Meeting



Mark Baker,
President AOPA

May 19th, 5:00 pm (invited)

Mark Baker is AOPA's fifth president. He is a commercial pilot with single and multiengine land and seaplane ratings – and a rotorcraft rating.

Prior to joining AOPA, Baker was Executive Vice President for Home Depot. Later, he served as CEO of Orchard Supply and Hardware Stores.

He took on left seat at AOPA in 2013.

AROUND THE SQUADRON



By Ron Richey

Why would anyone want to take the time and dollars to fly all the way from Texas out to Sacramento to be abused by **Master Flight Instructor Mike Traud** for an IPC?

Apparently **Kevin O'Neill** was up for the challenge so he and wife **Kerrie** first flew into Palm Desert to meet up with **Matt** and **Denise Evans** for a few days of R&R.



Upon arriving at the Thermal Airport (KTRM) Kevin learned a very valuable lesson: When loading your airplane for a cross country trip.....be sure the last thing you load and make sure it is easily accessible.....is your tow-bar.

Apparently shortly after deplaning, the wind on the ground started gusting in the 50-60 mph range threatening to send Kevin's P-210 crashing into the nearest hangar. Needless to say, Kevin was scrambling to find his tow-bar buried in

the baggage bay, while trying to keep the airplane from being blown away and ruining his day.

I can report that Kevin did survive three days of intense ground school, five hours of flight time shooting approaches with all the fancy Garmin boxes in-op, multiple failures and little known **got-ya's** that can have dire consequences if not corrected in time. Kevin said he really appreciated Mike's tips on how to obtain accurate weather briefings since the weather in Texas can go from good to really bad in a short period of time. Kevin said flying with Mike Traud is always an interesting learning experience.



Celebrating our 80th Anniversary:

MEMORIES OF AIR SQUADRON PAST EVENTS

Steve Cassinelli said one of his all-time favorite Air Squad events was riding in a Dodge Charger going 125+ mph down the runway at **Beale** while chasing a landing U-2 spy plane. Steve said being able to sit in a U-2 while chatting with the pilots and crew who operate the airplane, gave him a special sense of pride for our country and for those folks who are standing guard while we sleep at night.



Allan Gallaway remembers years ago when he flew two Sac County Sheriff deputies down to Phoenix, Arizona in his Aerostar to pick up a murder suspect who was being extradited back to Sacramento to stand trial.

Allan said the deputies stored all their weapons in the aft baggage bay to make sure the suspect could not get to them while they were in flight. He said the bad guy was actually pretty calm and quiet during the flight.

Allan also remembers the time former safety officer (now deceased) **Capt. Jack Birch** arranged for the Air Squadron to tour the **Pan Am** simulator facility at KSFO giving us a chance to try our hand at flying a Boeing 707. We were also shown the cockpit of the new Boeing 747.

Chuck Asbury checked in from Miami, Florida where he and wife **Reggie** are visiting, to comment on the Air Squad trip and tour of **Edwards Air Force Base** where we were shown various experimental airplanes being tested and modified.

"We were able to climb around inside the Boeing 747 that was designed to carry the space shuttle back to its launch site in Florida," Chuck said. "The aviation activity that was going on during our short visit was amazing to see."



Jim Shea enjoyed Air Squad trip down to Mojave to tour the **Scaled Composites** facility where **Burt and Dick Rutan** were just completing their **SpaceShipOne** project in which they were planning on winning the ten million dollar Ansari X Prize for the first private space craft to enter orbit. (Which they in fact did win months later.)

MORE OF RON'S -- AROUND THE SQUADRON: Memories

Air Squad members were allowed to walk around Scaled Composites hangar and get a close look at SpaceShipOne. Afterwards, members spent an hour in a local airport café listening to Dick Rutan expound on how NASA and their Space Shuttle was a dumb and expensive way for manned space flight. Jim said Rutan was not bashful about his opinions on how the government ran things.

Jim also mentioned how he and **Terry Johnson** (former member) flew several missions for the Sheriff's Department in their Baron.

Jim Phillips remembers when his daughter put on a demonstration of service dogs at the Sacramento Yacht Club for an Air Squadron Ladies night. (Which has evolved into the Change of Command dinner.)

Jim said he misses what was once an Air Squadron annual fly-out to **Jonesy Restaurant** on the Napa Airport. (Jonesy closed many years ago.)



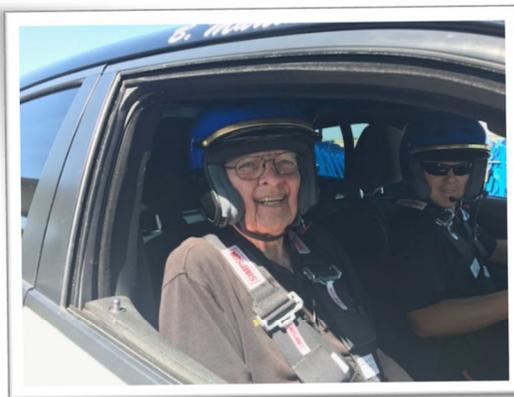
Jim remembers when he used to organize a fly-out to **Pine Mountain Lake (E45)** and how **Grant Deary** would supply the Hines Root Beer and Jim would supply the Gunther's Ice Cream for making fabulous root beer floats! Air Squad members would tour the Blankenburg museum and then have world famous airshow pilot Wayne Hanley as our guest speaker for the evening.

Jim also mentioned touring the F-111 repair facility over at McClellan when Jim Wilson was the base commander at that time.



Captain Doyle Carroll recalls flying his Duke on one of the Air Squadron's annual Jonesy's run to Napa and trying to check in with Napa tower behind **Hardie Setzer, Harold Nelson, Joe Cugene, George Steiner, Jim Teel, Dick James** and **Herb Hooper**....all flying various twin engine airplanes.

The overloaded tower controller finally transmits out... **"Who Are You Guys?"** Someone replied we are members of the Sacramento County Sheriff's Aero Squadron.....after a long pause, the tower controller comes back with.....**"Must be some pretty highly paid Sheriffs!"**



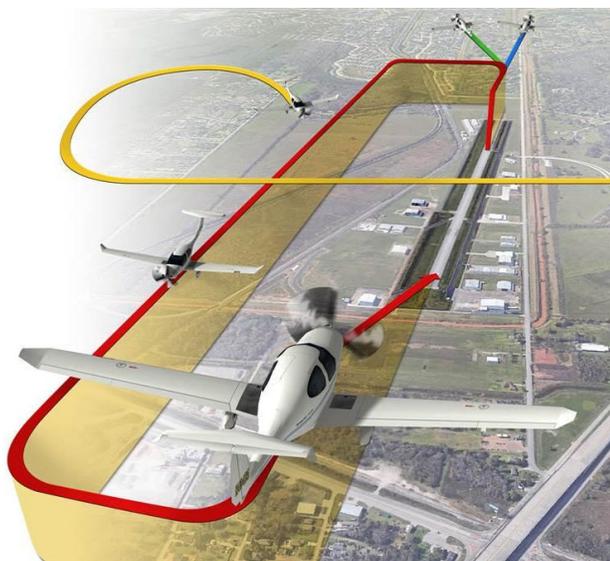
Safety Brief:

Who has the right of way?



By Bill Cox, CFII

Who has right-of-way when one aircraft is on downwind and the other is on a long, straight-in?



Rule #1 is that it depends on the relative speed of the two aircraft. I would continue on the downwind until having the aircraft on final in sight. I'd only turn base in front of the aircraft on final if I was certain there was more than enough room. Otherwise, I'd plan to follow.

If I didn't have the aircraft on final in sight, or there was any doubt regarding the situation, I'd continue on the downwind while communicating on the advisory frequency (Common Traffic Advisory Frequency). You don't necessarily have the right of way just because you're the one flying in the traffic pattern.



What about the etiquette of a long, straight-in approach? Is it even acceptable, or should we always make a standard traffic pattern entry?

In Advisory Circular 90-66B, the FAA encourages pilots to use a standard traffic pattern when arriving or departing a non-towered airport. They also acknowledge there are situations where a pilot may choose a straight-in approach, a practice instrument approach for example.

For jet aircraft with higher approach speeds, a straight-in is probably less likely to cause conflicts than flying the (typical jet) pattern that's normally above and outside the pattern used by light GA aircraft.



In any case, communications and good visual scanning are key. Right-of-way rules only go so far. If you collide with another airplane, the fact that you had the right of way probably won't improve your day.



Commander's Column: AOPA - A great resource

Hello Air Squadron!

One of my favorite aviation support and advocacy organizations is "Aircraft Owners and Pilots Association" (AOPA) <https://www.aopa.org>. Led by its current President, Mark Baker, AOPA provides an abundance of general aviation related material to its approximately 400,000 members. Like our Air Squadron, the AOPA has operated for over eighty years, so they must be doing something right!

Have a question about COVID-19 and general aviation? How about rules regarding BasicMed? Or what is the latest on excessive ramp fees? AOPA is involved in these and a host of other GA hot topics.

Mark Baker reports: "It's no accident that AOPA is the world's largest civil aviation organization and that we've been around since 1939. This organization has lasted so long and grown so large because we have never lost sight of our mission—protecting our freedom to fly."

Headquartered in Frederick, Maryland, AOPA serves interests of aircraft owners and pilots. It promotes aviation economy, safety, utility and popularity of flight in general aviation.

AOPA Foundation has been a major force in growing the pilot population and has worked to preserve and improve community airports.

And AOPA Political Action Committee (PAC) lobbying for GA interests to Congress, state and local governments works in favor of candidates that support GA causes.



Some of AOPA's member benefits include travel advice, pilot resources, insurance, news, training, safety, advocacy, technology, discounts and community.

Through AOPA's website <https://www.aopa.org/membership> and monthly AOPA Pilot magazine, aviators can learn all about latest GA aircraft, regulations and tips for flying and training.

AOPA also hosts a number of aviation events and fly-ins each year creating great opportunities for pilots and families to further enjoy camaraderie and fun of flying with an adventurous GA community.

Looking to aviation's future, AOPA adds value to current pilots and continues to develop new pilots through programs such as <https://youcanfly.aopa.org>

I recommend joining AOPA and discovering all of it's helpful offerings from this extensive general aviation support group. Pilot Resources are especially helpful for planning your GA flights <https://www.aopa.org/go-fly>.

Here are some AOPA Helpful Links:

<https://www.aopa.org/travel>

<https://pic.aopa.org/discuss>

<https://www.aopa.org/news-and-media/all-news/2020/may/pilot/aopa-annual-report>

Let's Fly!

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.)

Ron Richey

A Commander Emeritus and Air Squadron member for practically half his adult life, Ron Richey remains both sanguine and strenuous in whatever situation that might arise.

He became a pilot when his father, former squadron-mate Jack Richey, handed him the keys to an airplane on his sixteenth birthday, saying he'd rather see him expend his youthful exuberance and need-for-speed in the sky, where he was less likely to run into something costly at over a hundred miles per hour.

Ron has now amassed some 4,000 hours and is qualified in both single and multi-engine land, single engine sea, taildraggers and helicopters. Following his 'copter rating the school offered to sell him its trainer, a somewhat exhausted Bell 47, which was the old M*A*S*H medical transport. He wisely passed on the offer after determining that at a speed of about 85 MPH and endurance of something on the order of three hours couldn't get him far enough away to do any good. Besides, it wasn't nearly stylish enough.

Deeply involved in commercial real estate, Ron frequently finds himself on the road, but mostly for short trips of insufficient length to warrant using his A-36 Bonanza, a bird that has served him well and ruggedly endured the rigors of Alaska, Canada, Oshkosh, Texas and other points over the horizon. His

hangar, on the north end of Executive, hosts weekly gatherings of pilots brought together through Ron's welcome mat and full refrigerator. When you think you can top some of the extended-truth stories told there, he welcomes your appearance.



To say aviation is in his blood is to grossly understate things. He even married his bride Pam while airborne. As she rode in the back seat of his T-34 Mentor, Judge Roth Mason, in an accompanying Bonanza, pronounced them Husband and Wife, and then added; "You may now roll the bride."

While in Oshkosh, dad Jack fell in love with a Seabee amphib...and bought it "for his friends," at their expense of course. Who could possibly refuse such a deal! While taxiing, the tail-dragger was much akin to driving a shopping cart backwards, while

continually loose engine nacelle screws backed out directly into the pusher prop, which fired them into the rudder like bullets on a semi-regular basis.

After a couple of water-loops that promptly busted its sturdy sponsons, the bird found an unwitting buyer somewhere in the deep south, which was a happy day indeed for the Sacramento sellers. Ron later learned why so many Seabees have such low time; most were sunk at one time or another, and spent months at the bottom of lakes before recovery.

A world traveler, in addition to visits to England, the Normandy invasion beaches, most Western European countries and camera safaris to deepest Africa, Ron also shyly admits being the recipient of an all-expense-paid, yearlong trip to Southeast Asia, where he disappointedly learned that the Vietnamese bush country plays the devil with sharply pressed uniforms and spit-shined boots.

A wine connoisseur in fact, Ron enjoys trips to the Napa Valley with Pam... in her car. Her car is utilized because it has greater trunk capacity than his Bentley and is thus capable of carrying several wine cases in a single trip.