



SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

JUNE MEETING

Sacramento County Sheriff's Air Squadron Newsletter

Sheriff checks readiness:

Annual fleet review at Mather Airport

Our Squadron is getting ready for Sheriff Jones' annual review of member aircraft. And packaged along with this annual event is a special "Welcome Back" schedule highlighting our return to in-person meetings.



June meeting extras include:

Presentation by **Vice Commander, Doug Hunting**, showing the new Squadron website.

Past Commander Tim Pinkney will briefly discuss our Squadron Foundation and we will receive our first donations that night.

We will welcome the Sheriff's Color Guard and **Lt. Shelly Hodgkins** who will attend

with kids from SSD's Explorer program as guests.

New members **Don Fulton and Steve Throne** will be sworn in by Sheriff Jones.

Captain Dan Donelli's UAS team will provide a Display/Demo. (Remember Dan's ZOOM April presentation? Now see the real drones in action!)

Randy Peter's Catering will provide (covid safe) plated dinner service.

Air Boss Ron Richey and Commander Ken Lux have invited special aircraft to our event – check out some flight line surprises.

Goodie bags for all members in attendance!

Ron Richey requests that aircraft arrive between 4:00 and 4:30 pm. If landing on Runway 22L – land long and exit at Taxiway Foxtrot. Our Air Boss will guide arriving aircraft to parking spots.

See this page's sidebar and Ken's column for info on our June speaker.

Fleet Review at Mather Airport With Guest Speaker



Stephen Robinson,
**Mechanical and Aerospace
Engineering Professor, UC Davis**
June 30th, 4:00 pm

Our June meeting will be held at SSD's Air Operations Hangar, 3346 Bazley Way, Mather, CA.

Fly-in or drive-in to this first "Welcome Back" in-person meeting of 2021.

AROUND THE SQUADRON



By Ron Richey

Chuck Asbury, Mike Traud and Ron Richey were recently invited to a private viewing of some of the most incredibly restored warbirds to be found anywhere.

Each aircraft has its own story and history and the attention to detail and accuracy in the restoration is truly amazing. Did I mention.....all are airworthy and fly regularly?

For Mike Traud, it was a special day because he brought along his **94 year old father Bert** who is an aviation buff. Mike was able to spend a considerable amount of time with aviation legend **Steve Hinton** (Reno Air races, movies, the go to guy for all things pertaining to warbirds, Planes of Fame Museum etc.) discussing the finer points of flying the Lockheed T-33 jet and which warbirds actually require a Type Rating to operate.



Chuck Asbury loved the donut and coffee selections.....along with appreciating the cool flying machines and I walked around in a wannabe-flight suit making airplane noises, no one noticed.



Can it be true? Was that really **Bob Lessman** seen pushing a shopping cart in a Roseville Costco? Turns out it was in fact Mr. Lessman who has recently moved back to the area after his Florida adventure. Bob said he hated leaving his digs in Florida, but a family health situation made it necessary for Bob to cancel his alligator wrestling lessons and return to the West Coast. Bob said he is looking forward to attending the June 30th Mather event.

Sergeant Matt Burton is back running the **Sheriff's Air Ops Division** out at Mather after a short stint on patrol and then working for the Internal Affairs office. Matt says he has been flying quite a bit due to the current pilot shortage they are experiencing. Matt said he and his crew are looking forward to our annual "**Review of the Fleet**" fly-in on **June 30th**.

(Air Boss Note: I will personally be calling all of our members with flying machines for a **June 30th 4:00 pm KMHR arrival time commitment**)

Aaron Zeff is still visiting the sites around Lake Tahoe via float planes. Photo shows the Cessna Caravan Aaron flies beached at Obexer's Lake Tahoe Marina in Homewood, CA. Aaron also mentioned that he will be crewing the **Marine 7** patrol boat for the Douglas County Sheriff's Office this summer. (Talk about "tough" duty)



Kelly Couch reported it took several weeks to get his Hot Air Balloon out of annual. How many of you knew that Balloons needed an annual inspection.....just like real airplanes? How many members have actually taken a Hot Air Balloon flight? Kelly is always looking for a reason to burn copious amounts of propane.....give him a call.



Member Benefits Review

As Sheriff's Air Squadron members, we can enjoy many benefits – here is a review of just a few.

Air Squadron logo wear. Galls is our uniform store where members can pick up logo clothing in a variety of styles. Shirts, pants and jackets are just some of the items available. Theresa, store manager, is ready to assist any member pick out the latest attire.

Galls is located at: 2333 Arden Way, Sacramento.



Sheriff's Department ID card. All Squadron members are eligible to receive an official Sheriff's Department ID card. The card includes your picture and a label indicating Air Squadron membership.

You must be dressed in a current logo shirt for your picture. ID cards are valid for one year and are to be renewed on your birthday each year.

Contact Commander Ken Lux to set up your ID card appointment.



Honorary Deputy Sheriff's badge. Those Squadron members who have completed the POST PC 832 course are eligible to receive a personalized honorary badge with wallet.

PC 832 requires completion of a 40-hour Arrest, Search and Seizure course. In addition, a 24-hour course in Firearms is required.

Several Sacramento training locations are available – course costs are approximately \$225.00.



Squadron jewelry. Our Squadron Quartermaster can assist members with a selection of lapel pins, tie-bars, challenge coins, hats, luggage tags, and glassware. Show your Squadron membership with these logo items. We also have women's logo neckless available.



Western States Association of Sheriff's Air Squadrons. All members are also enrolled in WSASAS. This regional association holds an annual fly-in where airmanship and marksmanship contests are held. 2021's event is slated for September 25th – 26th in Fresno.



Membership photo. Beginning this year, Squadron members will receive a photo taken at our annual Sheriff's fleet review. These photos will be included in our membership directory and are available for your personal use. Promote Squadron membership among your friends!



Publications. Each month our Squadron Newsletter is published showcasing upcoming events and providing aviation stories about and from our members. In addition, Ken's monthly Commander's Note gives updates on Squadron activities.

Safety Brief:

Why bother?



By Bill Cox, CFII

I saw this article from a NTSB preliminary report posted recently. It is a good safety write-up that I wanted to pass on to all Squadron members. Accident location: Pembroke Pines, FL. Aircraft: Beech B36TC. Date/time: March 15, 2021, 14:59 local. Injuries: 3 fatal, 1 serious.

A witness reported that he heard an engine run-up being performed before the airplane's departure. He stated that the engine was sputtering, "like a rough idle." He heard cycling of the propeller "a few times" and the engine backfired when power was increased during each sequence. He further reported that the engine rpm sounded "...high, very high. From low to full rpm repeatedly which was more than a normal run-up. He was doing it fast." The witness did not observe the airplane's takeoff.



According to recorded air traffic control communications, the airplane was cleared for takeoff from runway 10L and the pilot was instructed to enter the left downwind leg of the traffic pattern (from the recorded ATC communication I heard, to depart the pattern to the west), which was acknowledged. There were no distress calls received from the airplane during the flight.

A pilot-rated witness who was located about 775 ft. and 307° from the departure end of runway 10L reported that he observed the airplane in a very low climb at a "very slow rate." He attributed the takeoff to be a soft field takeoff. The witness had diverted his attention when he heard the airplane suddenly experience a total loss of engine power, adding that it "failed completely."

At that time the airplane was about 100 to 200 feet past the departure end of the runway and at an altitude "definitely lower than 300 feet above ground level." The airplane remained at the same attitude for 1 to 2 seconds, then started a "gentle" right bank while maintaining same pitch attitude. The airplane then "stalled," spun, and pitched nose down. He heard a bang sound and noted an explosion....

---End of preliminary report



This was the same fatal crash that was captured on a home security video camera that received wide distribution. It was horrible not only for being so graphically captured on video – plus recording the death of two rated pilots aboard. In addition, also killed in the accident was a four-year old boy in a vehicle on the ground that was hit by the crashing aircraft. The boy's mother was seriously injured as well.

Why do we bother with preflight inspections and Before Takeoff engine run-ups, if we're going to ignore unexpected or abnormal indications and rationalize them away in our desire to fly?

All too often we hear cases of airplanes being flown with known mechanical discrepancies. We cannot let our desire for flight be so strong that we ignore obvious signs that the aircraft is not as ready to fly as are we.



Commander's Column:

June speaker - "Out of this world"

NASA Astronaut to address Sheriff's Air Squadron June 30th!

Dr. Stephen K. Robinson graciously accepted my offer to be our guest speaker at the Squadron's fleet review event. Dr. Robinson is a native of Sacramento and we met while I was President of the Aerospace Museum.

Steve joined our museum's Board of Directors and was very helpful planning strategy -- which has rocketed the Aerospace Museum to new heights in the last several years. He currently serves as Professor of Mechanical and Aerospace Engineering at UC Davis.



Steve has an amazing background story with many interests and I wanted to share some of these with the Squadron.

Robinson started work for NASA in 1975 as a student co-op at NASA's Ames Research Center in California. After working as a graphic artist, surveyor, musician, and radio DJ, he joined NASA Ames in 1979 as a research scientist in the fields of fluid dynamics, aerodynamics, experimental instrumentation, and computational scientific visualization.

While at NASA Ames, Robinson earned masters and doctorate degrees from Stanford University, with research emphasis in turbulence physics, and additional research in human-eye dynamics. He was also assigned to Massachusetts Institute of Technology (MIT) where he worked Man Vehicle Laboratory (MVL) and research including EVA dynamics for satellite capture and space construction.



Robinson has been flying since age 14, and has logged over 3,500 hours in flight vehicles ranging from antique taildraggers to NASA space shuttles. While flying four Space Shuttle Missions, STS-85 in 1997, STS-95 in 1998, STS-114 in 2005, and STS-130 in 2010, Dr. Robinson has logged over 1,156 hours (48 days) and 19.8 million miles in space, including over 20 hours spacewalking. Dr. Robinson retired from NASA after 17 years as an Astronaut and 36 years of NASA service.

When not flying in space, Steve enjoys flying antique aircraft, kayaking, hiking, drawing, painting, and

stereo photography. He plays lead guitar in Max Q, the all-astronaut rock-n-roll band; he also plays the stand-up bass, banjo, mandolin, pedal-steel guitar, and cello.



Here are some of Dr. Robinson's special honors: NASA Ames Honor Award for Scientist (1989); American Institute of Aeronautics & Astronautics Outstanding Technical Paper Award for Applied Aerodynamics (co-author) (1992); NASA/Space Club Low Memorial Engineering Fellowship (1993); NASA Spaceflight Medal (1997, 1998, 2005, 2010); NASA Outstanding Leadership Medal (2000); UC Davis Medal (2005); NASA Thorne Safety Award (2007); NASA Distinguished Service Medal (2011).

Please join Sheriff Scott Jones, June 30th (5:00 pm - 8:00 pm) at the Sheriff's Mather Air Ops hangar, for a guest speaker that is "out of this world."

This is a meeting you won't want to miss.

Let's Fly!

Ken Lux, Commander