



SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

# Sacramento County Sheriff's Air Squadron Newsletter

THIS MONTH'S MEETING

## Flying down the valley:

### NAS Lemoore's runways stand out

As I fly over California's Central Valley it is easy to spot those long staggered runways at Naval Air Station Lemoore.

Tucked into the heart of California farm country, I have wondered what is really going on there?

Actually, when looking down at the base from the air, we are seeing the US Navy's largest master planned jet base and home to Strike Fighter Wing Pacific. The two offset parallel runways are each a whopping 13,500 ft. long.

All-together, Lemoore hosts five carrier air wings. And is home to the F/A-18E/F Super Hornet. Over 175 aircraft home-based there with over 7,200 military and 1,300 civilians, plus 11,000 military dependents.

When NAS Miramar was transferred to the US Marine Corps, NAS Lemoore became the Navy's home for its entire West Coast fighter/attack capability. Currently, NAS Lemoore has 60 percent of the Navy's strike fighter airpower.

Recently, F-35 Lightning II's were added to Lemoore's operations, allowing the site to be the first F-35 Pacific training squadron.

Opened in 1961, the base has had an image problem among the Navy's strike fighter community. Some sailors are reluctant to select it for a tour of duty – mostly because of its rural location.

But this base location is exactly what the Navy wanted – away from any densely populated area. Traffic patterns allow operations which mimic operations around an aircraft carrier at sea.

I see lots of Navy activity as I regularly travel to-and-from Sacramento Executive and San Diego's Montgomery Field. Flights of two-and-four aircraft climb rapidly from Lemoore's runways. And of course, they do not squawk our civilian transponder codes. So, one needs to keep eyes open.

Lemoore's "Showtime" ATC works hard to keep military and civilian aircraft apart.

**Dale Terry, Newsletter Editor**

**Speaker: Ron Lamb**

*"My Africa Flying Adventure"*



**Meeting held via ZOOM**

**February 16<sup>th</sup>, 5:30 pm**

A few years ago Ron Lamb qualified for a South Africa pilot license, after passing an ATC written exam and going on two check rides.

He flew 8 sorties in a Cessna 182 for a total of 21 flight hours. Visited 5 game camps in three countries – South Africa, Botswana and Zambia.

This month Ron shares stories with our group from the best vacation he ever took -- his Africa Flying Adventure.

## AROUND THE SQUADRON



By Ron Richey

Air Squad members Dale and Annette Terry, Jim Phillips, Gene Winther, Kelly Couch, Ron Richey, Tom and Karen Jones and Kevin Phillips.....attended the nicely done **Celebration of Life services for long time member and past vice commander and friend, Jim Everhart who passed away in December.** Jim's zest for life and adventure will be missed by loved ones and friends alike.

**Commander Ken Lux**, along with past commander **Tim Pinkney**, Air Squad member and director of the Aerospace Museum of California. **Tom Jones and his wife Karen** had the honor and privilege of attending the **100 Birthday Celebration honoring World War II triple ace Bud Anderson.**



The event was hosted by **Tom Dwelle** at his Auburn Airport hangar for 200 guests that included the likes of aviation legend and businessman -- 90 year old **Clay**

**Lacy**, race car and aviation notable **Jack Roush**, who provided the two P-51 Mustangs with the **OLD CROW** livery of Bud's famous fighter. World renowned aerobatic pilot, **Sean D. Tucker** was the MC for the event.



Air show performer extraordinaire, **Julie Clark**, made a couple of her signature low runway passes with smoke on ending with an impressive pull up to the vertical in her famous Beech T-34.



Our Squad members said it was amazing to be around aviators we have all read about and to actually hear them telling their flying stories in person. (Photos provided by Tim Pinkney)



To paraphrase a popular television commercial....**What's in your wallet?** Do you have a current Sheriff's Department ID card? Remember that your Sheriff's ID card expires each year on your birthday. **Michelle McKown, Reserve Forces Coordinator for the Sheriff's Office**, is currently processing our members ID cards based on your birthday month for renewal. You must show up in person and turn in your old card before being issued the new one. **Have NO FEAR.....**it is a pleasant, no hassle procedure with smiling, upbeat Michelle taking care of the process. **So.....what's in your wallet?**



We now know what **Sheriff Scott Jones** hopes to do when he leaves office later this year. Recently, Jones announced that he will run for Congress rather than seek a fourth term as sheriff.

Scott will run as a Republican in the newly drawn 3<sup>rd</sup> Congressional District, which stretches from Plumas County, north of Lake Tahoe, to the southern tip of Death Valley. The area previously made up portions of the 1<sup>st</sup>, 4<sup>th</sup> and 8<sup>th</sup> congressional districts.

Jones will complete his current term as Sheriff having spent 33 years with the sheriff's office.



# Safety Brief:

## Holding altitude - like a pro



By Bill Cox, CFII

Ever notice how some pilots hold exact altitude with no apparent effort?

Wonder how they do it?

The key is knowledge and practice. Knowledge can be used to minimize required practice time. Practice simply requires time and attention.

Think back to when you were first leaning to fly. Do you remember when you were mastering the mystery of altitude? Perhaps you are still wrestling with it now?

The concept can feel a bit foreign to us without nature's wings. Nonetheless, controlling an aircraft's altitude correctly and precisely is critical to flight safety.

Vertical separation from other aircraft and terrain depends on it. Moreover, the science of altimetry is tricky and subject to confusion and misunderstanding. Add Human Factors into the mix, and accurate, error free altitude control can be a difficult challenge. Even the seasoned aviator can fail the task.

One of the first skills to master is reading

flight instruments with little or no effort. Scanning the instruments become akin to speed reading.

If the altimeter is moving slowly, and the vertical speed indicator (VSI) is off center only a little, a gradual corrective control input is all that is required.

Of course if the vertical speed indicator indicates a rapid change of altitude, then more immediate control input is needed.

So, one method to hold altitude like a pro is to stop the VSI movement. Then you can move the altimeter needle back to its original position with appropriate pitch or power corrections.

control input. It takes dedicated attention on the part of the pilot to correct this habit. A flight with a good instructor can help as he points out the practice as it occurs.

Tremendous advances in automated flight controls can help us maintain our desired altitude. Attitude-heading reference system (AHRS) is one of those advances.

AHRS consistently receives altitude deviation incident reports. These catalysts for an altitude deviation could range from a minor distraction to a major system failure.

System failures that corrupt altitude information intended for use by the pilot are potential culprits, as are automation

and other systems that affect the movement of the aircraft's flight control surfaces.

Frequently, Human Factors play the significant role in the sequence of an altitude deviation incident. Mistakes occur in automation management, instrument interpretation, altimeter settings, communication with controllers and crewmembers, and in situations that call for nearly superhuman

skills to combat Human Factors issues.

Are there other factors influencing altitude control? Sure. Turbulence and center of gravity (CG) shifts can also cause altitude deviations.

So, how do we reach the point of flying like a pro? Pay attention to displays & gauges, accept high standards for your flying, properly trim the airplane, use smooth movement of flight controls and consider use of an AHRS system.



Probably the most prevalent cause of unintended altitude excursion is "pilot induced." Typically this is caused by unintended control input. This can result from muscular reaction while reaching for something in the cockpit – or driving the airplane.

When "driving" the airplane, a pilot is constantly moving controls, usually pitch and roll, regardless of need for



# Commander's Column:

## An American hero turns 100

Hello Air Squadron,

Ron Richey's column gives some insight to last month's Bud Anderson 100<sup>th</sup> birthday celebration.

But, I want to share some very personal comments regarding this loved triple ace.

I am fascinated with WWII and those who became iconic leaders with their actions. Bud Anderson is one of those leaders I am proud to count as a friend.



He is someone who exudes confidence without saying much. Start him talking about aviation and his passion is clear – he opens up and you feel a tremendous level of history from a flyer who lived it.



I am lucky to have spent time with Bud over the years and feel privileged when he shares some of his past adventures with me.

We had a taste of Bud's character at our November Squadron banquet. When asked about his 16 ¼ victories – and specifically that ¼ victory ...

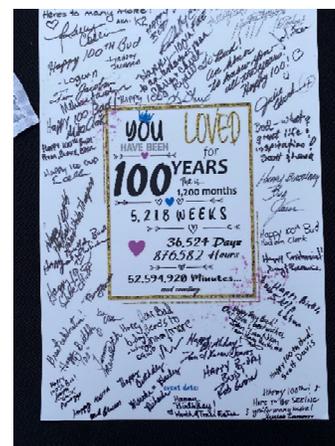
The room went quiet. Bud paused. Collected his thoughts. A sparkle came into his eyes ... and he launched into a riveting story of bravery and masterful flying.



At Bud's birthday party he relayed some well-chosen words for those possible future flyers.

"People keep asking me what do you hope for the future? For all the young ones out here, I'll tell you to live your dreams. That's my motto. I've lived my dreams so many times. I wanted to be a pilot. I wanted to be an ace. I wanted to be a test pilot. I got to do these things because I believed in living my dreams. And so can you."

Bud's words received a standing ovation. I was clapping along with the group -- for an American hero – and my friend.



Let's fly.

Ken Lux, Commander