



Sacramento County Sheriff's Air Squadron Newsletter

SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

THIS MONTH'S MEETING

Hunter Jefferson:

HEMS pilot

Our Squadron is fortunate to have several members qualified to fly helicopters. Hunter Jefferson flies helicopters for a living.

For over 4 years Hunter has worked as a helicopter EMS (HEMS) for Reach Air Ambulance, flying out of their Stockton base. Previously, he flew pipeline inspection duties for 4 years.



Earlier in his career he also found time to fly as a tour pilot focusing on the Grand Canyon South Rim.

Since joining our Squadron last year, Commander Ken Lux appointed Hunter to serve on the Membership Committee.

Hunter is a CFI and CFII holding a commercial certificate. A graduate of Embry-Riddle Aeronautical University, he majored in Aeronautics and Meteorology.

Hunter became interested in HEMS when, at a young age, he witnessed his Dad airlifted – an event which saved his father's life.

He loves his job. But it is a job which brings flying into unpredictable ops areas – particularly when LZ's are unfamiliar and where night vision goggles are required.



Working in a team environment with a paramedic and nurse, cockpit resource management (CRM) is critical.

When the radio calls, Hunter is in the air within 6 minutes (day) and 10 minutes (night).

Shift work isn't for everyone, but Hunter works 7-days on and 7-days off. Kind-of-like working halftime. Sweet.

Dale Terry, Newsletter Editor

Sheriff's Fleet Review

Mather Airport
June 29th



3846 Bazley Way
Sheriff's Air Ops Hangar

The annual Mather fly-in will take place this month. Our newly elected Sheriff will be reviewing all Squadron aircraft.

This event is a yearly highlight which includes a tasty catered meal and first-rate speaker.

Guests are especially welcome to attend. This meeting shows our Squadron flying assets along with great social networking.

AROUND THE SQUADRON



By Ron Richey

Stan Stewart and Vice Commander Doug Hunting participated in a Beechcraft formation Memorial Fly-Over at Watts-Woodland (O41) honoring the recent passing of Milton Watts.



Stan kept an eye on the flight lead, while Doug handled the photography.

Becky Watts, current COO of SacJet, said there is no family connection between the two Watts families. She said her dad Bob Watts, who founded Capital Skypark many years ago, would refer to Milton and Bruce Watts....as the Beechcraft/Woodland Watts people and would call his clan, the Piper/West

Sacramento Watts people before they moved over to Executive.

Sadly, two of our long time Air Squadron members and past commanders flew west this past month. Howard Stagg and JC Harrison both passed due to long term health issues they had fought valiantly. Howard and JC had been active participants in Air Squadron functions for many years until about a year or so ago when their health issues prevented them from doing so. Needless to say, our condolences go out to both families.

It's that time of year again.....time to break out the polishing equipment to get your flying machines looking their best for our annual Sheriff's Review of the Fleet. This year's event is scheduled for Wednesday, JUNE 29th out at the Sheriff's hangar at Mather.

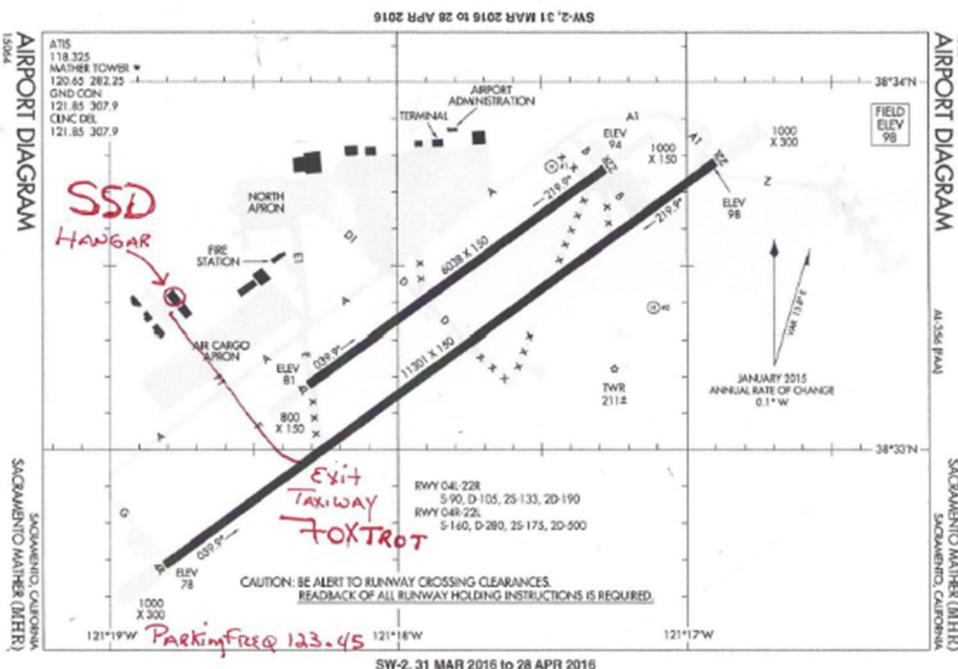
The Air Boss and Hunter Jefferson will be personally calling to remind you that arrival time at KMHR is 1600 (4:00 for the Marines). We want to get everyone down and parked before 1700. The procedures will be the same, after landing, tell ground control you are headed for the Sheriff's Hangar off Taxiway Foxtrot. Monitor 123.45 for parking instructions or follow Old Glory

flying from the ATV.

I attended Herb Hooper's service with Ulli and Jim Phillips. They had close to

300 folks show up. Long service.....almost two hours, with a full sit down dinner at Del Paso CC.

Dale Terry and Annette flew up to Bend, Oregon to attend a hospital conference there. Dropped in at Klamath Falls Airport and saw an impressive display of F15's taking flight – members of the Oregon Air Guard. Dale also tells me that on the way back home after landing in Redding, CA going up to Mt. Shasta was a terrific way to cool down on a hot day. The mountain tops off at over 14,000 ft.



Safety Brief:

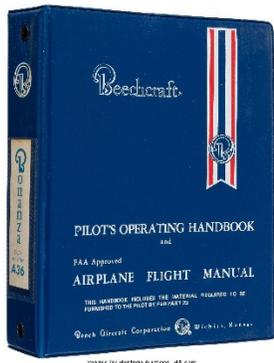
Some things on my mind these days



By Bill Cox, CFII

Recovering from medical treatment gives one lots of time to think. So in this month's column I have put together some safety items that have been on my mind recently.

The Pilot's Operating Handbook



Pilot Operating Handbook performance figures for landing and takeoff were provided and confirmed by the marketing department and test pilot for the aircraft company building your airplane, and as a result, need to be increased for safety margins based upon your aircraft status.

Important considerations include aircraft condition (engine, tires, propeller, etc.), runway contamination, runway gradient, wind and consistency of the wind, and the effects of humidity on performance.

An additional consideration is pilot skill and the ability to hit the recommended airspeed numbers.

Given excellent pilot skills, well-practiced and a known (good running) airplane, I personally would not recommend attempting a takeoff over an obstacle with less than a 25-percent extra safety margin, at a minimum. The considerations above could easily increase this margin to 50 percent (or more).

It is also important to understand how temperature and pressure altitude, which really constitutes density altitude, affects (aircraft) performance. Check your Pilot Operating Handbook (and further adjust as needed).

Is it worth it to fly a second approach after missing the first attempt?



That depends on why you had to go missed approach in the first place. Was it the weather, such as reaching the decision altitude (DA) or missed approach point (MAP) and not seeing the runway environment? Or perhaps you failed to reach the minimum descent altitude (MDA) before the MAP? If the weather is variable and you flew a stable approach right to minimums the first time, you might have better luck on a second attempt.

I recall once hearing the ATIS at my destination change four times over the course of the 45 minutes. On my first attempt of the approach, I could see the ground looking straight down at the DA, but I couldn't see the runway environment, so I went missed.

Because the runway visual range (RVR) was sometimes increasing and sometimes decreasing, I was willing to make another try. But if I missed on the second attempt, I would fly to better conditions at my alternate. I added that alternate airport to the GPS flight plan after the missed approach hold, just in case.

On the second try, right as I reached the DA, I picked up the MALSRS (approach lights), and then broke out below the marine layer. I saw the runway and landed.

As Kenny Rogers sang, 'You've got to know when to hold 'em; know when to fold 'em.'

If you have to miss a second time, throw in the cards."





Commander's Column:

The need for speed

Hello Air Squadron!

We have a very special June 29th meeting planned at the Sheriff's Air Ops Hangar for our annual Air Squadron Fleet Review.

"I Feel the Need for Speed" spoken by Maverick in the exciting 1986 aviation film "Top Gun"

You probably remember that famous line 36 years ago that made Tom Cruise an international success. If you are like me it was fun to watch the original Top Gun and see the flying sequences filmed by Clay Lacey. The Navy also liked Top Gun as it inspired many viewers to sign up for the real-life Navy.

Fast forward to June 29, 2022 and join the Sacramento County Sheriff and our special guest speaker Kevin LaRosa II, aerial coordinator, who filmed the new TOP GUN MAVERICK movie.

Known for his work on Iron Man (2005), The Avengers (2012) and Transformers 5 (2017), Kevin has worked on over 100 different motion picture and commercial productions.

He is an ATP rated pilot trained and certified in a multitude of rotorcraft and fixed wing aircraft. He also holds type ratings in several Learjet models as well as the C-130/ L-382 Hercules and the Sikorsky S-70/ UH-60. In addition, Kevin holds an FAA Part 107 UAS rating for flying unmanned aircraft for the



film and television industry.

Kevin has been working heavily in the film industry coordinating and directing multitudes of aerial film sequences in the air and on the ground for over 16 years and is a member of SAG and the Motion Picture Pilots Association.



Top Gun Maverick's aerial coordinator, Kevin LaRosa II, and its aerial unit director of photography, Michael FitzMaurice, filmed from above using three aircraft: two types of jets with exterior cameras mounted on wind-resistant gimbals, and a helicopter, which proved best at capturing the speed of actors whizzing by.

One specialized jet could film the same scene using two different lens focal lengths to double the footage captured on a single flight.

Once LaRosa heard that the long-anticipated sequel was finally going to become a reality, he also developed his own aircraft, a shiny black plane with cameras that can withstand

up to 3 G's. "That had never been done before," LaRosa said in a video interview. As he flew next to the cast, LaRosa dodged trees while keeping an eye on the monitors to make sure FitzMaurice, controlling the cameras from the back of the plane, had gotten the shot.

I encourage everyone to fly to the Mather Fleet Review and show off the great aircraft in our Squadron.

Ron Richey is our Air Boss and will coordinate with Squadron members flying in at KMHR.

Please wear your Squadron uniform as we will be taking pictures with the Sheriff.

Schedule - June 29th:

Aircraft start arriving: 4:00 pm
Sheriff Fleet Inspection and pictures: 5:00 pm
Dinner starts: 6:00 pm
Sheriff and Commander comments: 6:15 pm (swearing-in of new members)
Guest speaker: 7:00 pm
Adjourn: 8:00 pm

Sheriff's Air Ops Hangar at Mather Airport-
KMHR
3846 Bazley Way
Mather CA 95655

Let's fly!

Ken Lux, Commander



FROM THE VICE COMMANDER'S DESK

What time is it?

When I took my check ride for my private certificate, the DPE asked me "What time did we take off?" I had no idea. I wasn't wearing a watch.

Like most people today, my "watch" was my phone. While flying VFR without a filed flight plan, I wasn't concerned with departure times and wasn't in the habit of keeping track of "wheels off" time. I thought, "Did this already constitute of failure of my check ride?"

Of course, it didn't, however, it got me thinking. Maybe he's right! It might be time to go back to wearing a watch. I started my search for a watch and knew that I wanted one with all the aviation features I needed to keep my safe and informed during my flights. Luckily, I found just what I was looking for with the Garmin D2 Air.

The Garmin D2 Air is not the first aviation watch, but it does have a significant amount of new features that made it a better choice than some of the other aviation watches out there. Things like a color touch-screen, automatic flight logging, GPS, fuel tank reminders, altimeter, HSI, METAR and TAF information and Garmin Connex to connect to Garmin avionics in the cockpit.

These were all nice selling points, but it wasn't going to be a primary or even secondary navigator. What really sold me was the biometric tracking that could be accomplished without having extra gadgets to carry with me. When flight mode is activated, it keeps track of my respiration, heart rate and oxygen saturation levels. Another important metric that I keep track of is my "Body Battery." Body Battery energy monitoring shows me how "charged" my body is as well as the draining effects of stress and exercise.



The O₂ saturation tracking is one of the most beneficial features of this watch. While I'm flying, it will track my oxygen levels and even provide an alert if my O₂ reaches a potentially dangerous level.



Now that I've begun my IFR training, keeping track of my "wheels off" time has proven to be *very* helpful. As instrument pilots, keeping track of times in holds and expect further clearance (EFC) times is important. This watch makes it easy for me to time my holding patterns and make adjustments on the outbound leg to fly a more accurate 1 min hold.

Perfection? Not exactly, but it is another tool that I use to make my instrument flying *closer* to the desired parameters and it's easier, for me anyways, to use the timer on my wrist as opposed to using a dash mounted or even GPS embedded time functions.

Now, when my DPE for my instrument check ride asks me "What was our departure time?" I can answer with confidence and won't be caught not knowing important flight data.

Doug Hunting, Vice Commander

Images courtesy of the Garmin website



Western States Association of Sheriff's Air Squadrons fly-in

The Western States training session is just one week away: Sat June 11th, 2022. Alameda County Sheriff's Department will be giving a presentation on their Air Unit assets: a Bell 505 helicopter and two Cessna 206 fixed wing aircraft. These are equipped with some of the latest law enforcement technology. The presentation will include information about typical missions and mission role.



Registration is not required and there is no cost to attend. Water, coffee and donuts will be provided. Although registration is not required, event organizers tell us it would be helpful to receive a rough headcount to ensure food for everyone. Let Vice Commander Doug Hunting know if you plan to attend -- vicecommander@sacairsquadron.com.

Itinerary: Saturday, June 11th, 2022 at Livermore Airport (KLVK)

- 10:30 Arrivals – Meet at the Fiver Rivers FBO (located on the northwest apron). Transient parking is available to the west of the FBO.
- 11:00 Presentation – Alameda County Air Unit Assets
- 12:45 No Host lunch at Beeb's Sports Bar & Grill (a short walk from Five Rivers)
- 14:15 Western States Squadron Meeting
 - Financials
 - 501(c)3 Status
 - Officer Elections (please submit officer nominations prior to June 11th. All positions are available.)
 - Open Business, Future Events
- 15:30 Departures

First phase "Hut" repairs completed

Good news! Our "hut" porch roof replacement project has been completed. Thanks to **Ken Lux and Kevin Phillips** for their efforts in seeing this job through to conclusion.

During the porch roof replacement work, additional areas of dry rot were discovered which required installation of new roof flashings. Support posts were re-anchored into the existing concrete pad.



Phase two of our Hut upgrade project will include exterior siding repair and complete building repainting. The new porch cover will be painted at that time along with remounting Squadron signage.

Commander Ken Lux reports that 2022 will be a year of significant Hut repairs. The hope is to extend building life expectancy with these projects.