Sacramento County Sheriff's Air Squadron **Newsletter**

SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

Shawn Britton:

New Scholarship Committee chair named

Commander Ken Lux announced this month that Shawn Britton has accepted the position as Chair of our Squadron's newly formed Scholarship Committee.

While Shawn is a new member to our Squadron, his interest in aviation and work with community youth goes back many years.

Earlier this month, Ken, Shawn and other members of the Scholarship Committee met with Don Wolfe, Scholarship Program Development Director for the Auburn Aviation Association. Valuable lessons-learned were shared.

The Auburn group has provided youth scholarships for several years and in 2022 will award over $100,000 to young people working their way toward a pilot's license or advanced rating. Don said "Our program has succeeded far beyond our original goals. We have made a difference in many lives."

Shawn is looking forward to developing our group's scholarship program. "We will be working with the Sheriff's youth program, identifying additional candidates through referral from organizations such as the California Aerospace Museum and cooperating with Sacramento City's Aviation Maintenance program," he said.

While our Squadron's scholarship program is in its early stages, Shawn anticipates that first applications will be accepted later this year with first awards projecting in 2023.

"Sheriff Jones is excited about our outreach," said Ken Lux, "he believes that this effort is a perfect fit with his vision of our close work with his existing youth programs."

"Shawn's work on this committee is big undertaking," says Ken. "But I am confident that his years as a Technology Executive at Hewlett Packard and his commitment to aviation and youth programs will serve him well in this new role."

As an aircraft owner flying a Beechcraft Bonanza and BRM Aero sport, Shawn will have opportunities to fly with scholarship candidates and award winners.

He will need our help – contributions, participation as mentors and, yes, flying.

Dale Terry, Newsletter Editor

THIS MONTH'S MEETING

Speaker: Undersheriff Jim Barnes

"Transitioning to a new Sheriff"

Squadron Headquarters - KSAC

August 17th, 5:30 pm

Undersheriff Jim Barnes was appointed to Undersheriff in March 2022. Earlier this year he campaigned to become Sheriff Jones replacement, but lost to Jim Cooper. Now, he is busy keeping the department working smoothly and preparing for the transition to a new leadership team.

Jim will share his views on key Department initiatives and steps being taken to make the new Sheriff's arrival a smooth process.

Jim is the current president of the Non-Profit Charity Pig Bowl – Guns and Hoses.

AROUND THE SQUADRON

By Ron Richey

EAA Air Adventure '22.....better known as **'Oshkosh'** due to the air shows' location on Wittman Field, Oshkosh, Wisconsin. This year's weeklong event set a new attendance record with 650,000 people from all over the world attending the show. 10,000 plus aircraft flew in which included 3,226 show airplanes, 1,375 vintage aircraft from the glory days of aviation, 1,156 homebuilts, 369 warbirds, 137 ultralights, 87 seaplanes 77 aerobatic airplanes and 25 rotorcraft were on the field. 803 commercial exhibitors were on hand displaying everything and anything related to aviation, if you wanted to find some sort of rare widget or part.....it was there.

Former Air Squad Commander and current Communications Director, **Dale Terry,** along with his wife **Annette** attended the KOSH following a visit with Dale's sister who resides in Chicago. Dale reports the weather was perfect during their visit, mild temperatures and light breezes, which made navigating through the record setting crowds and the thousands of airplanes much easier. Both Dale and Annette, being California employers, were somewhat surprised to see virtually every exhibitor soliciting for job applications, similar to the employment situation here in California. Dale said Boeing's giant pavilion was one-fourth devoted to attracting maintenance personnel, while the airlines were actively seeking pilots. Annette mentioned the new aircraft cockpits remind her of luxury sport cars, all digital instrument panels, with exotic interiors and colors.

First time Air Adventure attendee **Vice Commander Doug Hunting,** and his wife **Megan** were amazed by just how large an event Oshkosh is....both in the scope and depth of the aircraft on the field, along with people from all walks of life; all tied together by an interest in aviation.

Doug quickly learned that one does not have to dress for success while on the field and the indispensable use of block-out! Day two found Doug in a sun shading hat and excessive application of SPF-50 lotion.

Doug's passion for all things technical found him attending the various seminars dealing with aircraft engines, both avgas and diesel and the future of unleaded avgas. Doug also checked out several programs put on by the FAA relative to building and the use of simulators relative to flight training.

One of Doug and Megan's mission objectives was learning all they can about how to purchase a previously owned airplane and the pitfalls to avoid. They are currently looking for a flying machine of their own and do not want to make a costly mistake.....in today's market.....there are more considerations than paint and interior. Doug said the F-35 demo flight was the highlight for him in the air show arena....there's nothing like zooming vertical while in afterburner!

The Air Squadron's Beechcraft formation guru **Stan Stewart** arrived overhead at Oshkosh in his Beech Debonair with 109 other Beechcraft airplanes in a mass formation.....which is always a crowd pleaser.

Stan has been participating in the Beech arrival formation for many years as an organizer and formation check pilot. Stan said the highlight of the show for him was the night time airshow in which the aircraft acts where in synch with the massive fireworks display timed to music.

Did I mention the fact that Stan won a back seat ride in the #4 slot T-6 of the AeroShell Aerobatic Team? Stan said with all his years of formation flying, he was super impressed with how smooth the AeroShell guys are on the controls while performing their various airshow maneuvers. (A side note.....Stan is about to start construction on his two place Sonex Waiex-B kit built airplane that he wants to fly to KOSH one day.)

Shawn Britton took his wife and two children on an Air Adventure trip in his newly restored Beech 36. Shawn mentored a low time V-tail Bonanza pilot taking his first long cross country trip to Oshkosh. The two Bonanzas hooked up and flew wing on wing across America. As they made their way to KOSH, a huge storm was passing over Wittman Field and both pilots wisely decided to land and wait for the storm to pass.

And I learned that **Tom Jones** recently attended a family event in the Cayman Islands. Question is – why would you come back from that kind of trip?

Safety Brief:

Controls free and Correct

By Bill Cox, CFII

The most dangerous thing I see pilots do incorrectly—or skip altogether—is: 'Controls: FREE and CORRECT.'

Obviously, it's important to check for damaged control cables or even reversed controls due to improper maintenance, as well as foreign objects or a forgotten gust lock preventing motion. But that's not all.

I've seen iPad mounts, or items on the copilot's seat, block movement of a yoke. I've seen a dropped water bottle jam the right-side rudder pedals. I've seen a cable to a strap-on push-to-talk switch prevent the control wheel from moving all of the way back, and installation of a new device on the instrument panel prevent motion full forward. Even a large right-seat passenger can be an issue.

All of these are discoverable by checking that the controls are free, that they move smoothly to their full limits, and that they are correct in their response to control inputs.

The best method is a 'box check.' Move the controls in a rectangular 'box' through their entire range of movement, visually checking the stick or yoke position and the control surface outside. It's best to do it in the same sequence so the combination of aileron and elevator positions are the same: stick left and forward is left aileron up, right down, and elevator down; stick left and back keeps the ailerons steady and puts the elevator up; and so on.

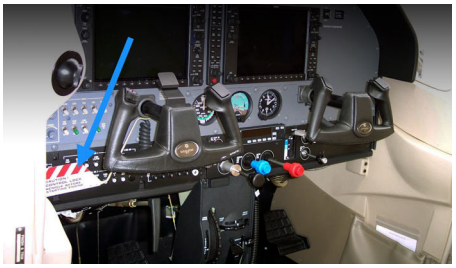
The controls must move smoothly without binding or hanging up at any point in the box check. Here's a tip: Whichever hand you're using to hold the controls, if you extend that thumb upward it will point at the aileron that should be fully up.

Some airplanes with a steerable nosewheel or tailwheel, and most with a free-castering one, allow full rudder motion while stationary. Others might require checking rudder motion where you can do an S-turn during taxi.

If you can't see a control surface, like the elevator, from the pilot's seat you might be able to see its shadow on the ground. In extreme cases, especially when picking up an airplane after maintenance, have someone outside the airplane verify proper control movement. I've lost two friends who took off with elevator cables hooked up backwards, in two separate accidents.

I do the control check first thing upon entering the airplane, so I can address issues before engine start. I do it again just before entering the runway for takeoff to ensure nothing has blocked or bound up the controls during taxi.

And here is one final tip – remember to remove your control lock. I know it seems obvious, however in years past there was a fatal accident at Executive Airport when a control lock had not been removed and the aircraft crashed on takeoff.



Commander's report:

Oath ceremonies - and why they matter

Hello Air Squadron!

It was my privilege to be invited to attend the swearing-in of the Placer County Sheriff Wayne Woo. It turned out to be a great ceremony and I was fortunate to meet other agency leadership from around the State. With all of the "anti-police" rhetoric over the past few years, I feel very strongly the importance to support law enforcement whenever possible.

The Sheriff's Oath of Office, a public pledge, dates back to the 9th century in England and the 17th century in America and is not to be taken lightly.

Some commentators have questioned whether in today's world an oath should be considered as a permanent commitment.

With over two hundred in attendance at The Ridge Golf Course in Auburn, including many agency partners along with our own Sheriff Scott Jones, Roseville PD, Lincoln PD, Yolo County Sheriff, CHP, U.S. Marshal, other dignitaries and business owners, it made for a very important ceremony codifying our voting process with the responsibility of our Government leaders and the people of the County.

In ancient Greece, Plato writes about the role and importance of the "guardians of the Republic" and how they are the last defense of democracy. In modern times our Sheriff and Police play a very important role as "guardians," which has roots tied to English "Shire-Reeve" (chief law enforcement officer for the King), and the modern "Sheriff" protecting our communities from forces that can decay democracy. https://www.sheriffs.org/about-nsa/history/roots

As I looked around the room, I could see how important this process is for these brave men and women that protect us every day.

Now that Sheriff Jones is retiring and our Air Squadron flies into the future with new opportunities and a new Sheriff Jim Cooper, it is paramount that we work as a good community partner with the Sheriff's Office and its leadership supporting law enforcement as part of our ongoing mission.

It's with this sense of optimism and enthusiasm for our missions ahead supporting the Sheriff's Office and community, that I look forward to introducing the Undersheriff of Sacramento County, Jim Barnes, at our next Air Squadron Hut meeting August 17th.

Let's fly!

Ken Lux, Commander

Membership roundup

By Steve Throne

Hello fellow Squadron Members.

Do you know what the lifeblood is of our squadron? It's our members, and we are always looking for more! If we are to meet our mission goals and continue to build this extraordinary group, we continually need to have new members joining our ranks.

The best resource for new members is the existing membership.

Be sure to talk up the Squadron with friends and acquaintances whenever possible. It's easy for people like me that have spent a career in sales, so one might ask how you go about gaining interest, especially from people you don't know well yet?

You have to develop your "elevator speech." That quick intro to the Squadron that can be given in a short elevator ride. Here's mine, "If you're a pilot along with an enthusiasm for Law Enforcement, our Squadron is the perfect place for you! Not only do we have an incredibly diverse membership, we have great speakers and events including a yearly banquet that includes the Sac County Sheriff. Just recently we had the head video choreographer for Top Gun as our speaker AND the Sheriff at the same event!"

We also need more members on the membership committee. Please reach out to me at stevethrone@sacairsquadron.com.

Pictures from last month's Squadron meeting – Photos by Tim Pinkney.

An upcoming event the Squadron highly recommends!

Go to the Museum's website for more info.