



SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

# Sacramento County Sheriff's Air Squadron Newsletter

THIS MONTH'S MEETING

## San Diego fly out:

### Why not make our Miramar fly-out extra special?

September's fly-out to Miramar Marine Station offers members a chance to explore beautiful San Diego.

Landing at Montgomery-Gibbs Executive Airport eliminates the rushed atmosphere associated with high-traffic Lindbergh Field. Take some extra time and enjoy, relax, and visit with your fellow Squadron mates.

It is hard not to like San Diego. Great weather. Water activities. Cultural events. The city is one of the best tourist attractions around.

San Diego is known for its beaches, parks, and warm climate. Immense Balboa Park is the site of the renowned San Diego Zoo, as well as numerous art galleries, artist studios, museums, and gardens.

A deep harbor is home to a large active naval fleet, with the USS Midway, an aircraft-carrier-turned-museum, open to the public.

If you have not recently visited San Diego Air & Space Museum, new post-COVID exhibits are a key draw for pilots.

Have you flown in an open cockpit biplane? Several San Diego companies offer flights

over downtown, Mission Bay, San Diego Bay Channel, and low-level flight along the coast. Aerobatic biplane flights are also available.

Rent a boat and cruise San Diego's harbor area. There is no telling what ships you might see. Annette and I saw a U.S. Navy stealth destroyer entering the harbor area during our last stroll on Shelter Island.



Experience a meal in the Gaslamp Quarter and take in a movie or play. Or visit Sea World.

Spend a little extra time in San Diego and make our Miramar fly-out an extra special trip to remember.

**Dale Terry, Newsletter Editor**

### Squadron Fly-out to Marine Air Station Miramar



### September 29th

What better way to celebrate the release of Tom Cruise's new TopGun Maverick movie than to visit the original location of TopGun – Miramar Marine Air Station?

Ken Lux has arranged a terrific tour for Squadron members at this very active base. When visiting, we will "get up close and personal" with V-22 Osprey and F35 fighter aircraft.

Advance sign-up is required – but it is easy. Use the form attached to this month's Newsletter and submit to Vice Commander Doug Hunting.

## AROUND THE SQUADRON



By Ron Richey

We have all heard the saying....'still waters run deep' and none truer than that of long time Air Squad member **Jim Phillips** and his family.

Jim's dad and several uncles were associated with the Sacramento Sheriff's Department and the Sheriff's Mounted Posse in past years and Jim has been involved with the Pine Mountain Lake Aviation Association and the Rancho del Paso Historical Society's chronicles of early aviation milestones in Sacramento.

Spring forward to June of this year for the Mather Fly-in and **the Sheriff's Review of the Fleet**. Our guest speaker was **Kevin LaRosa II**, the aerial film director for the blockbuster movie **Top Gun-Maverick**. Turns out Jim's daughter **Carrie** was LaRosa's neighbor when she lived in Simi Valley and had become good friends. Jim's family and Kevin had a mini reunion at our event just before dinner.....small world.



After an almost two-year delay because of COVID-19, **Ron Lamb** and his wife **Beverly** headed off to the Bwindi mountains of **Uganda** for a safari tour involving close up viewing of gorilla life in the wild. Ron said the gorilla trek was on Beverly's bucket list, second only to their South Africa, Botswana and Zambia flying tour in a Cessna 182. Hopefully Ron will put on another stellar presentation about his travels upon his return.

**Air Squad Safety Officer Bill Cox**.... has decided messing around with airplanes and being a flight instructor.... wasn't quite challenging enough. Bill and wife **Karen** have decided to move to **Arbuckle** and manage a 600-acre farm that has been in the family for generations.

Bill said they have about 300 acres in row crops and 300 acres in almonds leased out to "real farmers." Apparently, the Sacramento housing market is still going strong, Bill said they put their home on the market on a Saturday, and by Wednesday, they had multiple offers. Bill said he plans to remain in the Air Squad for the time being and mentioned there are several good landing spots on the property. He would not confirm nor deny whether there is another airplane in his future. (How does he plan on commuting to Squad meetings?)



**Dr. Kelly Couch** is planning for the day when some insurance underwriter has determined he has 'timed out' as far as flying hotrod airplanes with retractable landing gear; not unlike several of our other mature Air Squad pilots facing a similar situation.

Kelly has been commuting over to Petaluma Airport (O69) in his Mooney Bravo getting checked out in the European made **AutoGyro Galidus** gyrocopter. After four flights with an instructor, Kelly is close to being signed off for a Light Sport Gyrocopter add-on to his Private Pilot Rotorcraft-Helicopter rating. Some years ago, Couch owned and restored a Bell 47 helicopter which he later donated to the Chico Air Museum. (**Jim Teel's** donated mini biplane also resides at the museum)

**Commander Ken Lux** recently announced that long time Air Squad member **Stan Stewart** has agreed to fill the new position of **Squadron Flight Officer**, which will entail coordinating pilots and their aircraft with missions requested by the Sheriff's Office and various outside agencies.

The Squadron Flight Officer will be the single point source for maintaining a data base of Air Squad members, their aircraft availability, ratings, currency, and insurance coverage.

Stan's qualifications for the job include having over 4,000 hours of flying time since 1965, holding Commercial and SMEL Instrument ratings, along with being a Lead Formation Instructor, hosting formation flying clinics out of KMCC. Stan has been a participant in the **Bonanzas to Oshkosh** mass arrival formations since 1990, helping to organize and coordinate the big event.

Stan said the **B2OSH** event is what got him interested in formation flying.... when a group of Bonanza pilots were trying to figure out how they all could arrive at the Air Adventure event together so they could all park and camp in the same location on the field. Stan's west coast group of Bonanza pilots are known as the Beech Boys.

## Safety Brief:

### One bounce rule



By Bill Cox, CFII

I teach what I call the “**one bounce rule,**” which means you can try to correct the bounced landing only once. To be clear: You might need to go around after the first bounce. But in all cases, if the airplane bounces a second time, always go around. Risk increases with each bounce.

Bouncing can result from touching down with too much vertical speed. The landing gear flexes and throws the airplane back into the air. A bounce can also be the outcome of contacting the ground with too much forward speed. The airplane can skip back into the air if the wing is not stalled at touchdown.

One outcome from a bounce is an airplane that’s airborne without sufficient energy to flare and the second impact is much harder.

Another common mistake is the pilot making corrections too slowly, entering a pilot-induced oscillation that magnifies each error until control is lost or the landing gear is damaged.

A third bounce outcome is a recovery that results in such a long landing that the airplane goes off the end of the runway. A fourth is a go-around so late the airplane collides with an obstacle while trying to climb away. If you’re in danger of any of these after the first

bounce, go around without a second attempt.

**Bouncing happens to everyone every now and then.**



You can minimize how often it happens to you with good approach technique. Aim to be precisely on speed, on glidepath to the touchdown spot, aligned with the runway with the centerline stripe between your main wheels, and with no sideways drift. If you’re off on one or more of these variables—or even if you have final approach nailed, but a gust of wind upsets the balance—the airplane may bounce.

Landing an airplane smoothly at the planned touchdown spot requires every bit of judgment and precision a pilot has. No matter how well your last landing went, you must work just as hard at it next time.”

### Hot fun in the summertime



Summer has returned once again, replete with its hot weather conditions that perennially challenge all aviators and many others in related aviation disciplines.

**The adverse effects of hot weather hazards can be significant and far reaching on any given flight.**

High temperatures may hamper human performance during an incident and render the human response less than optimum. High temperatures also generally degrade aircraft performance, particularly at high altitudes, where density altitude becomes critical. Engines and airfoils achieve less. Takeoff, climb, cruise, landing, and go-around performance are all affected.

Threatening seasonal weather often surfaces as turbulence, thunderstorms, lightning, hail, icing, windshear, microburst activity, heavy precipitation, and reduced visibility, to name a few.

Wildfires further complicate visibility as well as operations, and their fast-changing temporary flight restrictions make accurate and timely dissemination difficult.

In short, aviators and supporting casts must be proficient and prepared to face a multitude of complex hot weather hazards.



## Commander's report:

### Flying missions

Hello Air Squadron!

We have some amazing upcoming flying opportunities, so please check out this months and upcoming Newsletters for mission related info.



First up is our Squadron Fly-Out for the Miramar MCAS tour Thursday, September 29th. The Marines will give us a private VIP tour of both the versatile Bell Boeing tiltrotor V-22 Osprey and the 5th Generation Lockheed Martin F-35 Lightning multi-roll stealth combat aircraft. We will finish our visit with a hosted lunch at the Officer's Club.

We are very fortunate to be invited for this tour, so please reserve your place today with VC, Doug Hunting.

You can reach Doug at his email address shown below. He will need to receive your driver's license number to complete your reservation. All tour attendees will go through a background check in order to enter Miramar base.

[vicecommander@sacairsquadron.com](mailto:vicecommander@sacairsquadron.com),  
(916) 826-8964.



And here is an important reminder for this fly-out. **BE SURE TO WEAR YOUR SQUADRON UNIFORM.** We will be taking some group pictures – and we want to look sharp with our Marine hosts.

Next up is an opportunity to support Law Enforcement while flying our aircraft.



The Central Valley High-Intensity Drug Trafficking Area (HIDTA) is one of the thirty-three HIDTAs around the United States. The Sacramento County Sheriff's Office is part of the HIDTA program and operates a team known as SAINT.

The SAINT team works with agencies around the country and other parts of the world to combat violent cartel

activity in the Sacramento region.

SAINT's mission is to disrupt and dismantle organized drug trafficking cartels by targeting high-level members locally and anywhere in the country where the investigation takes them. It is not uncommon for the team to seize several hundred pounds of narcotics and numerous weapons during their investigations.

Currently, the SAINT team has several investigations that require frequent trips to Southern California, Arizona, and Nevada

I am interfacing with SAINT, and we will keep the Squadron updated on mission opportunities. These flying missions are one of the reasons we have asked **Stan Stewart** to serve as Squadron Flight Officer to better coordinate these law enforcement support activities.

Our Air Squadron has an important opportunity to support this worthwhile program by providing team members with aircraft transportation.



And here is one additional flying mission we are working on.

**Undersheriff Jim Barnes** has requested a plan from our Squadron to perform a flyover at the upcoming 2023 Pig Bowl.

Wouldn't that be fun!

Let's fly!

**Ken Lux, Commander**