



Sacramento County Sheriff's Air Squadron Newsletter

SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

THIS MONTH'S MEETING

Miramar welcomes SAS:

Marines fight, evolve and win

Last month's Air Squadron fly-out to Marine Corps Air Station Miramar was a huge success. SAS members saw firsthand the Marine Corps' ongoing efforts to modernize the force for future conflicts.

Our Squadron caught up with both F35 and V22 Osprey units who earlier this year returned home from a seven-month deployment to Eastern Africa and the Philippines.

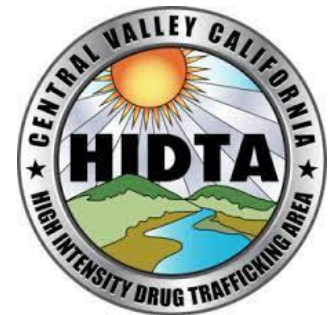
"I have been looking forward to this trip for some time," said Kevin Phillips. "I love military aircraft; the smell of jet fuel and hearing pilots talk about what they do. It is exciting to be here."



Dr. Lisa Keenly enjoyed her survival skills briefing and tested a V22 flight helmet. "The gear is heavier than I expected," she said.

Dale Terry, Newsletter Editor

High Intensity Drug Trafficking Areas Central Valley California



October 19th, 5:30 pm KSAC Squadron Headquarters

Our meeting this month will be conducted by HIDTA team members. Covering 12 Central Valley counties, CVC HIDTA provides assistance to federal, state, local and tribal law enforcement agencies.

Created by Congress in 1988, the program shares vital intelligence among agencies – which in turn aids law enforcement in the design of effective strategies to reduce supply and production of illegal drugs.

AROUND THE SQUADRON



By Ron Richey



Sheriff's Air Squadron goes international. Every September, Air Squad member **Ulli Luenemann** takes off his flying scarf and puts on his professor hat and invites German citizens who are working on advanced degrees to take his class on **Intercultural Competence and Global Leadership** over at CSUS.

As part of his students' California experience, Ulli offers them a chance to see the local sights from the air and to

meet some of Sacramento's residents.....who happen to be pilots.

This year Air Squad members **Kurt Siggard**, **Stan Stewart**, **Ron Richey** and north hangar pilot **Tim Redden**, flew twenty folks on sightseeing flights to either Lake Tahoe or the San Francisco Bay Tour. In this day and age, it is interesting to have foreign visitors ask how we can 'just fly from place to place' without prior permission. It makes you appreciate the freedoms we take for granted here in the good 'ole USA.

Rumor has it.....that **Ken Ambrose** is working on another helicopter project. Ken will neither confirm, nor deny such rumors. If this project is anything like his past restorations.....you know it will be impressive.

Air Squadron **Vice-Commander Doug Hunting** has had a rather interesting past several weeks. It started off by inviting his dad....**Ted Hunting**... to join him and his wife **Megan** to the **Reno Air Races**. Of course the day they attended

Reno, the races were cut short due to the low visibility from the nearby raging forest fires.

Doug did learn that his father attended Grant Union High School back in 1951 with long time Air Squad member **Doyle Carroll**.....small world.

Reno was followed by a nice afternoon ride on Doug's Indian Springfield motorcycle. Motorcyclists have an ongoing awareness similar to pilots' knowing about stall/spin accidents while turning from base to final. For motorcyclists....it's the classic automobile driver making the sudden left hand turn right in front of you with no way of avoiding a collision! Luckily, Doug was only doing about 25 mph when he collided with the car cutting across his bow and wound up with bruised lungs (pulmonary contusions) but no broken ribs. The motorcycle did not fare as well. Due to Doug's injuries, he had to pass on the trip down to Miramar.

Chuck Asbury was spotted at the California Capital Airshow chatting it up with former Sheriff's Office Air Ops manager **Lt. Tim Cotter**. Tim has been busy flying Huey's for both the Sheriff's Office and for Metro Fire. Chuck said he enjoyed the show and can never get enough of the noise and performance of the jets in afterburner.



Ron's column continued page 6

Safety Brief:

Mid-air collision near Denver



By Bill Cox, CFII

There was yet another midair collision last month. The accident involved a Cessna 172 on an instructional flight and a Sonex Xenos at Longmont, Colorado. The instructor and learner died in the Skyhawk, as did the solo pilot of the two-seat Sonex light sport. Most details of this tragic crash are unknown to date, but it reminds us of the importance of vigilance in the airport environment.

Although this crash does not yet suggest a common midair scenario, it does lead to yet another technique for raising your defensive shields in the traffic pattern: **making effective position reports.**

Visual weather conditions, especially at nontowered airports, provide great flexibility for practicing instrument approaches. When you do, however, remember that **not all pilots are familiar with the procedure you're flying.** Transient pilots may not know where to look for you. VFR only pilots probably don't know what you mean when you report "Hance inbound" or "final approach fix, RNAV 18."

The same goes if you're on an instrument clearance flying a procedure in visual conditions.

An effective position report is one that tells the pilots of other aircraft where you are and where you are going. To do that your report must be made **in terms other pilots understand**—even student pilots flying solo in the pattern, and pilots not familiar with the area.

Shield yourself from collisions by reporting your position and intentions in terms any pilot can understand. Instead of "final approach fix inbound," report you are "five miles north straight in runway 18, 3200 feet descending." That, and having all your lights on, will help other pilots know where to look to find you.

heading 230, climb and maintain 3000 feet." You may have to sacrifice the training objective and fly something other than the published missed procedure to prevent a collision.

If you're a pilot receiving instrument instruction, have this discussion with your instructor before the flight. His or her foremost responsibility is to see and avoid other aircraft. Instruction is a strong but secondary goal of the flight. All it takes is a prompt from the instructor for you to break off the approach and follow the instructor's missed approach instructions.



If you're an instructor conducting instrument training with a pilot "under the hood," remember **your primary role is to assure the safe outcome of the flight.** Most of the time inbound on the approach you must have your eyes outside looking for traffic, with occasional scans of the panel to monitor and teach your student.

Before you begin such an approach, brief your student that if you see another airplane, you'll direct him/her to break off the approach following simple, clear instructions, such as "turn right

Also, make **effective** position reports especially inbound in the approach, remembering to put them in terms a solo student or a transient pilot will understand and use **to avoid colliding with you.** Don't wait for the instructor to tell you; make effective position reports without prompting. **Consider it your job to prevent collisions,** even if you're "under the hood."



Commander's report:

Semper Fi

Hello Air Squadron!

I'd like to start this month's Column thanking **Captain Luke Benge, USMC** for an extensive and excellent Squadron tour of Miramar. The opportunity to learn so much about the V-22 and F-35 in such an engaging way was amazing.



These young Marines are very impressive; they made us proud to be Americans with their display of professionalism, intelligence, confidence, commitment, and honor. The Marine Squadron personnel we met are the "Tip of the Spear!"

Yes, that's me above in an V22 Osprey simulator. I made it around Miramar's pattern – performed a hover landing – amazing experience.

Moving on to our October 19th meeting at the Hut, what do the names Apache, Dance Fever, Goodfellas, Jackpot and He-Man have in common?

They are all street names for Fentanyl, one of the most dangerous street drugs. To put this in perspective, think of a Boeing 787 crashing every day for a year with 300 passengers on-board, that is how bad the synthetic opioids, like Fentanyl, death rate is in the United States.

The CDC reports: "Provisional data from CDC's National Center for Health Statistics indicate that there were an estimated 100,306 drug overdose deaths in the United States during 12-month period ending in April 2021, an increase of 28.5% from the 78,056 deaths during the same period the year before.

New data documents that estimated overdose deaths from opioids increased to 75,673 in the 12-month period ending in April 2021, up from 56,064 the year before. Overdose deaths from synthetic opioids (primarily fentanyl) and psychostimulants such as methamphetamine also increased in the 12-month period ending in April 2021. Cocaine deaths also increased, as did deaths from natural and semi-synthetic

opioids (such as prescription pain medication)."

Fentanyl is appealing as it can look like candy.



We are fortunate to have several members from the Central Valley California - High Intensity Drug Trafficking Areas (HIDTA) as our quest speakers October 19th.

These members of the Sacramento Sheriff's Office are attached to the Sacramento Area Intelligence Narcotics Team (SAINT). <https://cvchidta.org> As we mentioned in our September Newsletter, there may be important opportunities to help support worthwhile programs like HIDTA/SAINT with Air Squadron team members providing aircraft transportation.

<https://www.getsmartaboutdrugs.gov/family/10-strategies-prevent-your-young-person-using-drugs>

You won't want to miss this informative meeting at the Hut on October 19th.

The Squadron Board met in September to finalize activities for the rest of the year, and we have a very nice "Change-of-Command" Banquet planned November 17, 2022, at the Aerospace Museum of California, Save-the-Date!

This is a chance to get dressed up and show your Squadron spirit with other members and their spouses too. Don't miss this special night with Sheriff Jones and other VIPs.

Let's fly!

Ken Lux, Commander

Miramar Tour



Around the Squadron (cont'd)

Steve Throne volunteered his time at the Sheriff's Air Ops display at the Mather Airshow and was seen talking to Tim Cotter and Ron Richey about the great time he and the other Squad members had on their tour of Miramar. Steve said they were able to get up close and personal to the F-35 and V-22 Osprey tilt-rotor aircraft. Steve claimed the Osprey simulator instructor told him he flew the aircraft...better than the other Air Squad members. (Author's note.....have not confirmed such claim)



Doug Hunting and his dad at Reno Air Races.



Quartermaster's Report

Air Squadron "Quartermaster" and his role



I'm honored to be the new Sheriff's Air Squadron Quartermaster and I look forward to working with the Board to help the Squadron be even more successful.

The Quartermaster role takes on many facets and responsibilities to ensure our meetings, events, and logistics run well. Some of the responsibilities and support includes inventory management, food service, maintenance, Squadron uniforms and accessories management, and guest speaker gifts. Also, this position is designed to be a support for members' needs – so, let me know if I can be of assistance to you.

I am working on some nice "swag" items with Squadron logo – stay tuned.

Our next big event will be our Squadron "Change-of-Command" Banquet, November 17th at the Aerospace Museum of California. I'm already working on this very special night for all of us to enjoy and look forward to a great 2023!

Chad Wells, Quartermaster