



Sacramento County Sheriff's Air Squadron Newsletter

SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

THIS MONTH'S MEETING

FBI Tour:

Squadron to visit Sacramento FBI office in February

Small and medium-size businesses face a big threat from cyberattacks and hackers.

That's no news to the 350 agents, language and technology specialists, scientists and others, working in the FBI's Roseville office.

Cybercrime has moved to the top of a long list of crimes – including violent crimes, civil rights violations, and public corruption. Agents in the Roseville office investigate these and more.



"Almost every case has some sort of cyber nexus," says Gina Swankie, FBI Public Affairs Specialist. "Computer, tablets, and cellphones all typically have internet capability – the opportunity for criminal activity is ubiquitous."

The Roseville office has learned that while large businesses continue to invest in their cybersecurity, cybercriminals are pivoting and moving toward soft targets – which are small and medium businesses.

In 2021, the FBI's Internet Crime Complaint Center (IC3) received 847,376 complaints from the American public regarding cyberattacks and malicious cyber activity, a 7% year-over-year increase. In total, potential losses from those attacks exceed \$6.9 billion, a 64% increase compared to the previous year.

During our tour we will learn not only what Roseville agents are doing in the cybercrime arena – but also what we can do to improve our cyber hygiene.

Law enforcement experts tell us that cyber hygiene is like wearing a seat belt in a car – some protections are simple.

So, update your systems, install patches, use anti-virus and firewall protections. And plan to attend our February meeting.

Dale Terry, Newsletter Editor

Tales from a Central America Circumnavigation Adventure

Presented by

Chuck Asbury & Ulli Luenemann



What happens when two fliers take to the skies to circumnavigate Central America?

- Permission to land issues, mechanical problems, weird bugs and critters, government graft, bad weather, landslides, and more.

Plan to attend our next meeting: **January 18th, Squadron Headquarters, KSAC, 5:30 pm.** Hear how these two pilots made the trip and stayed friends following the adventure.

AROUND THE SQUADRON



By Ron Richey

Two terrific guys, Chuck and Ulli, are speaking at this month's meeting. Both have interesting life stories.

Chuck Ashbury has been a member of our Squadron for 37 years. Since beginning to fly in 1961, he has flown 68 different aircraft and logged 4,700 hours.

Chuck holds an ATP license which includes SMEL, SES, helicopter and conventional gear ratings. Once, he did a 13-hour Coast Guard Pacific surveillance flight in a C-130 - was allowed to sit left seat and hand-fly for 10 of those hours. Chuck is sorry to report that the military guys would not let him try and land back at McCellan.

Chuck has owned or partnered in Cessnas 172, 182, three Beech Bonanzas, Piper Super Cub, NorthAmerican T-6 and P-51D Mustang ("Straw Boss" – based in Hollister).

Does he only fly airplanes? Nope, he jumps out of them as well. He is a former 82nd Airborne Division paratrooper with 36 jumps from aircraft including the C-46, C-47 and C-119.

Joining up with fellow member Ulli Luenemann, they circumnavigated the Caribbean and Mediterranean seas, all Canadian provinces - to and including the Artic. Then they flew south beyond the equator to Guayaquil, Ecuador.

Looking for a good read? Chuck authored "Passing Through the Fire," which is available at Amazon.

In 1969 Chuck began his legal practice, from which he has now retired. While attending law school at McGeorge, Chuck was a Sacramento Police Department motorcycle cop riding Harleys that had to be kick-started. And to top it off, he was the personal pilot for the law school dean.

I will never forget the time that Chuck flew an A-36 in a three ship formation for Ron and Pam Richey's wedding. We flew over the Delta with former Squadron member Judge Rothwell Manson presiding. We took the vows on the radio with a T-34 tucked in close with the Richeys.

Ulli Luenemann has been a Air Squadron member since 2008. He became a US citizen in 2003.

Ulli started flying with Germany's Air Force in 1965. He came to the States for pilot training in Texas (1967 – 1969) and flew T-37, T-38 and F-104 aircraft. During those years he was invited to visit Sacramento by a military buddy and fell in love with our fair city.

Ulli and Chuck met up in Germany during Chuck's 1971 honeymoon. They started a freindship that has spanned 52 years with 600 hours of shared cockpit time together.

Ulli attended the US Air Force's Top Gun School in 1973 and then returned in 1976 to convert to F-4 Phantam piloting at George AFB, California.

During 1983 – 1987, Ulli was a professor at the Canadian Forces Command and Staff College as the "Senior German Air Force Officer in Canada." While there, each year he taught 90 Canadian and 30 Allied officers from 15 NATO and Commonwealth countries (India, Pakistan, Australia, New Zealand).

After 24-years of military service, Ulli retired, moved from Toronto and locating in Sacramento. Ulli firmly believes that had he not known Chuck he would not be iiving the the USA today.

In total, Ulli has 4,500 flying hours of which 3,500 are on military fighter jets.

These days, Ulli has been teaching an advanced college graduate class at Sacramento State University in International Relations. Each year 20-25 students from Germany attend his classes.

Of course as a bonus, Ulli could not let these students go back home without seeing California from the air. Our Squadron members take students for an airborne tour over Lake Tahoe or San Francisco Bay. Several Squadron members have volunteered their time and airplanes for this enjoyable experience. Dale Terry, Stan Stewart, Kurt Siggard, Kelly Couch, Ron Richey, and others have served as pilots and tour guides.

Oh, and of course, Ulli also supplies the German beer at our Hut!

Get ready for some great stories from these two friends, pilots and long-time Squadron members at our January meeting.

Safety Brief:

Switch the tanks



By Bill Cox, CFII

Almost all airplanes require manual switching between two or more fuel tanks in the course of a typical flight. Only some single-engine Cessnas have a "both" fuel tank selector, eliminating the need to switch tanks (my 1946 Cessna 120 did not have a "both" position

they can freeze in one place and not be able to move if fuel must be turned off in an emergency or operated in cross feed in the case of a twin. If you fly such an airplane, check that the fuel selectors move freely to OFF and any other position as part of your Before Start checklist. Then confirm the selector(s) are back ON before engine start.

I'm not a big fan of the ubiquitous GUMP check in the traffic pattern, because too many pilots interpret the "G" to mean to switch to the fullest main tank at that point...precisely when there is little time to recover if the switch goes wrong.

Some pilots suggest the G directs only confirming the gas is coming from the proper tank at that time. I counter by asking, "What would you do if you discovered at that time that the selector is set wrong? It's hazardous to switch at that point if you discover a

affected an A36 accident which occurred in Ft. Worth, Texas a few years ago. The NTSB determined that incorrect in-flight fuel management was the problem. The pilot failed to switch fuel tanks!

What could replace the "G" for Gas in the GUMP check while preserving a landing gear check (in retractable gear aircraft) close to the ground?

I suggest developing the habit of making your final fuel tank selection just before you begin your descent from cruise altitude—at **top of descent**. Plan your flight so you have sufficient fuel in that tank for descent, approach, and landing, **and** go-around or missed approach and climb to well above traffic pattern altitude...all without having to switch tanks again.

You might even make a **Top of Descent checklist** to include items like fuel tank selection, landing light activation, confirmation of passengers' seat belts, shoulder harnesses and cabin preparation for landing, and any number of other items that are traditionally on the Before Landing checklist...but which add to workload and are easily missed if delayed until closer to the ground.

Fuel management is more than simply checking the fuel tanks. You need to confirm your airplane is fueled with the correct grade, check for water or contaminants, and properly manage that fuel during the flight. You also need to know why, when, and how to lean the mixture and calculate fuel burn.

And remember to switch tanks!



Some piston twins have multiple tanks in each wing plumbed together to act as a single tank, permitting the pilot to leave the selectors each in a single ON position all of the time. These designs all solve the fuel tank switching problem but have a downside as well—if not cycled to other positions occasionally

mistake that late." Instead, I want to make the switch and the verification much earlier, at a higher altitude. I still teach landing gear confirmation, actually multiple gear confirmations, before landing.

What might solve the problem that



Commander's Column:

Ready to rock!

Happy New Year Air Squadron.

I'm excited and honored to be the commander for this upcoming year. Big events and engaging speakers are lining up for 2023.

We're starting off the with a bang this month when fellow members Uli Luenemann and Chuck Asbury will be presenting tales from their trip to Central America -- challenges they faced, lessons learned and how they navigated despite crazy regulations and limited navigational resources.

What's in store for 2023?

We have some land-based tours already scheduled for 2023. The first of which is our February meeting tour of the Roseville FBI office. I have already been given a preview of their work which includes efforts to prevent cyber-attacks on our critical data infrastructure.

Opened in 2016 by then Director James Comey, Roseville's responsibilities include seven resident agency locations serving Redding, Chico, Fairfield, Tahoe, Stockton, Fresno and Bakersfield.

You must make a reservation for this tour by January 10th. Email your RSVP including your full name and driver's license number to our Secretary, Steve Throne at:

secretary@sacairsquadron.com.

This year will also bring more flying activities for the squadron. We are planning for squadron fly-outs to Castle AFB, Hangar One at Moffett Field and Mojave Air and Space Port to see first-hand the facilities used by the National Test Pilot School. These will be exciting activities for the squadron that you won't want to miss.

In conjunction with our scholarship program, we will be taking youth from the Sheriff's Youth programs on short flights around Sacramento. These outreaches will introduce kids to the world of aviation and provide direction and hope for a brighter future.

And we will be moving forward with our formal scholarship program to increase our value to the Sheriff's Department and our community by inspiring the next generation of aviation professionals.

In the coming weeks, the Executive Board will be meeting with incoming Sheriff Jim Cooper and Undersheriff Mike Zeigler to plan our ongoing involvement with the department and where we can continue to be an invaluable resource.

I look forward to being your commander in 2023!

Doug Hunting, Commander





PC 832 COURSE: FULFILLING OUR MISSION

Carry a Squadron wings badge

One benefit of Squadron membership is the privilege of carrying a Sacramento County Sheriff wings badge. New members have asked how to achieve this distinction.

The process involves completing a PC 832 Arrest, Search and Seizure course. This is a 40-hour course designed to satisfy the requirement for Peace Officers, identified in Section 832 of the Penal Code.

Topics studied include professional orientations, justice system, knowing your community law, laws of evidence and arrest, investigation, use of force and arrest and control.



Locally, the course is offered by Sacramento Regional Public Safety Training Center, a division of American River College and Los Rios Community College District. Classes are held at the Center's McClellan training center.

Applications can be submitted on-line at the college's web site. The arrest course includes a 100-question, multiple-choice written examination and several skill examinations on arrest and control techniques. The test is a pass/fail exam.

Over the past years, many Squadron members have completed PC 832 course and are allowed to carry the Wings Badge. All Squadron Commanders must complete this course in order to wear our Commander's Badge.

Upon completion of the course, your graduation certificate is submitted to Squadron Executive Committee.

Competing the course contributes to our Squadron's close association with Department deputies and leadership. Studying ethics, decision

making, arrest, search, seizure, communications and examination meets P.O.S.T.s minimum standards. The course includes some physical activities that require full use of arms and legs with no back or other medical impairments.

Want more information? Talk with Past Commander Ken Lux or Communications Officer Dale Terry.



Scholarship Committee:

Launching 2023 work

Our Squadron Scholarship program is ready to launch in 2023.

And I am pleased to report that two additional committee members have been added: Lisa Simpson and Andrew Bates. Both members, who were sworn at our November banquet, will add fresh viewpoints to our search for scholarship candidates.

This month we will be finalizing eligibility requirements and determining initial scholarship award amounts. We have completed our first draft of program materials, documents, and application procedures. By early February, we will have finished the "glossy" materials for release.

As I reported at our November banquet, there are two tracks that our committee has focused on. First, is the educational scholarship award program for those enrolled in a set aviation related program. But second, is our outreach to youth who come to our attention through the Sheriff office and Aerospace Museum of California referrals. These two tracks require a separate set of operational mechanics for applications and awards.

Our timeline is:

January – receive Executive Committee approval of all materials and procedures.

February – Marketing kickoff and social media promotion.

April/May – Selection of first award winners.

I am very thankful for Ken Lux's assistance in raising scholarship funds – we now stand at \$25,000 funds available for awards. And Ken is hard at work raising additional contributions.

Our first year of activity will be a learning experience for our committee – we will enhance what works and adjust what doesn't.

Shawn Britton, Vice Commander, and Scholarship Committee Chairman



Board election results posted:

2023 – 2024 Leadership in place

Past Secretary Ron Lamb released voting results from our board selection voting. Our new Executive Committee includes:

Doug Hunting – Commander

Shawn Britton – Vice Commander

Steve Throne – Secretary

Kevin Phillips – Treasurer

Ken Lux – Past Commander

Dale Terry, Communications Officer and At-Large Member