



SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

Sacramento County Sheriff's Air Squadron Newsletter

THIS MONTH'S MEETING

Jim Cooper:

New sheriff takes department reins

Our Squadron is in the process of beginning our relationship with new Sheriff Jim Cooper.

Commander Doug Hunting, and our Executive Committee, will be meeting with Cooper later this month for an introductory discussion.

Of course, Sheriff Cooper is no stranger to the SSO since he previously served as a former Captain and commanded several divisions including the Main Jail, Work Release, Courthouse, High Tech Crimes, Training and Reserves and Narcotic and gangs.

During Cooper's eight years in the Assembly, he authored many public safety bills; including legislation aimed towards cracking down on sexually violent predators, felony murderers, ghost guns and school gun violence. Prior to his Assembly work, he was Elk Grove's first mayor.

As Sacramento County's first Black Sheriff, Cooper emphasized that he is the Sheriff for everyone. However, there are many issues which disproportionately affect African Americans and he has emphasized these as some of his top priorities. These include the

homeless crisis, the spike in violent crime and hate crimes, the need for new jails and methods of treatment.

After many years of working with past Sheriff Scott Jones, our Squadron is anxious to work closely with Cooper – especially on youth programs funded under our Scholarship program.



Commander Doug Hunting is confident that we will have a great working relationship with Cooper. "I know that Sheriff Jones gave Cooper a good introduction to our Squadron."

Dale Terry, Newsletter Editor

FBI Office Tour February 15th



2001 Freedom Way, Roseville, CA

4:45 pm

Plan to attend an informative tour of the Sacramento area's Federal Bureau of Investigation (FBI) office.

Advance sign-up was required for this tour.

See Commander Doug's column for a complete agenda and schedule.

AROUND THE SQUADRON



By Ron Richey

Did anyone have their holiday plans ruined by the airline cancellation fiasco? **Chuck and Reggie Asbury** flew to **Maui** and back..... on Hawaiian Air. **Ron and Pam Richey** flew to **Guadalajara**, Mexico and back.... on AeroMexico. **Vice Commander Shawn Britton** and family arrived at KSMF for their scheduled flight to Orlando, Florida for a visit to Disneyworld and then a week on a Caribbean cruise....**only to be told their Southwest Airlines flight had been cancelled!**

With hundreds of very unhappy people in line...all trying to rebook flights, a SWA employee decided it was better to spilt the line in two. Shawn went from about number 175 to number two in line to the dismay of some very upset and frustrated folks who did not make the cut. SWA told Shawn.... we can probably rebook your trip in the next four or five days....but nothing is guaranteed. Shawn told his family....we are outta here, this is not going to work.

At home, **Shawn**, wife **Lisa**, along with sons **Owen** and **Jacob** made a family decision....the heck with SWA....let's **hop in our A36 Bonanza and fly ourselves to Orlando!**

Shawn and Owen (who is a newly minted Private Pilot attending UND in their commercial pilot program) started the trip-preflight planning process. Since

both pilots have not completed their instrument training yet, they had to wait out the KSAC weather for a day or so before they made their late afternoon launch for Tucson, (KTUS). The next day they headed to New Orleans with a fuel and lunch stop in New Braunfels, Texas (KBAZ) for what Shawn described as the best catfish he had ever eaten from the Clear Springs Restaurant. Next stop was Lakefront Airport (KNEW) on Lake Pontchartrain, New Orleans.



The Britton family spent the afternoon and evening touring the sights of the **'Big Easy'** and enjoying some fantastic Cajun food. Their last leg was to Kissimmee Gateway (KISM) which is near Orlando International (KMCO). The total flight time shared between Shawn and Owen was just under 12 hours.

After several days at Disneyworld and a week aboard ship cruising around the Carib, it was time to head west via Montgomery, Alabama (KMGM), Scottsdale, Arizona (KSDL) and finally back into KSAC.



Shawn said the weather was not much of a factor until the last leg up the valley into Sacramento. Shawn has taken his Instrument written and is currently working to complete the flight training phase required for the rating. Shawn is looking forward to the next great family flying adventure in their A36.

Rich Moorhouse has been keeping a rather low profile for the past few months and rightfully so.... First.... Condolences to **Rich and Karen** for the recent loss of Karen's mom due to long time health issues.

After 35 years of occupying his downtown dental office, Rich found himself on the street after the building was sold and the new owners' plans were not in sync with Rich's. After over four months of site location, lease negotiations, space planning and build out, Rich has finally moved into his new office on Scripps Drive.



During all this, Rich somehow found time to travel down to Florida and purchase a Cessna Citation 560 and bring it back to (KMHR) to fix a few maintenance squawks.

Around the Squadron, continues.

Apparently, the Air Cycle Machine became 'inop' and after replacing a couple of expensive valves, the maintenance shop discovered a failed wire inside of a cannon plug....oops. No...Rich did not get credit for the parts.... the shop said.....they needed to be changed out anyway.....but of course! Rich is in the process of getting his single-pilot checkout and sign off in the airplane. The Air Squad has three jet owners as members which makes the rest of us **propeller people keep the "bigger, better, faster dream"** alive.

Dale Terry, past Commander (who served as Commander for three straight years, a Squadron record), has been an active **Board Member** for many years, currently serves as the **Air Squadron Communication Officer**, along with being the **Editor and Publisher of the Air Squadron Newsletter** is one busy guy, which is an understatement. When not involved with Air Squad duties, **Dale** is the **President and CEO of FS Medical Technology** which one of the few West Coast companies that designs, installs and maintains medical gas source systems and pipeline components to over 400 hospitals from San Diego to Seattle and Alaska.



Dale travels to these locations via his pristine and well equipped (Garmin glass) Cessna 182. However, due to the C-182's limited range, Dale is forced to fly the airlines when visiting his international operations in Japan and India. Dale and Annette just recently returned from Okinawa, Japan. Welcome home.

Sergeant Steve Carrozzo, Sheriff's Office **Air Ops Manager**, said they have been super busy over the past couple of months flying their regular patrol and service call missions, along with helping local officials in assessing the storm damage from the December and January rains.

Steve said they have a video down link system in which they can show the folks on the ground what they are seeing while flying over broken levees, flooded streets and damaged property. Steve said they are looking to upgrade their current video system for higher quality photos.

On January 28th, Steve sent the department's **Huey, piloted by legendary heli-guru Bill Frank**, to hover mid-field over **Hughes Stadium** for the **49th annual charity Pig Bowl football game to drop the game ball**. Needless to say,...it was a very impressive sight enjoyed by all the fans there for the big event. Way to go Air Ops!



On a personal note, Sgt. Carrozzo is working on his fixed wing private license, has the written out of the way and is looking for a local CFI who might be available for the flight training phase. Apparently, some of the local schools are booked months out.

Safety Brief:

Fuel quantity



By Bill Cox, CFII

Running out of gas is a leading cause of piston aircraft engine failures. So you'd think that pilots would have zero tolerance for the shoddy fuel gauges installed in many aircraft. But instead, they tend to make excuses for the manufacturers. "It would be too expensive to make gauges that work." Or "you shouldn't trust a fuel gauge anyway." Or my favorite:

"Well, you know, the regulations require that the gauge be accurate only when reading empty."

That last one makes the least sense of all. A pilot doesn't need a gauge to tell him his tanks have just reached "empty." The aircraft has another way of informing the pilot of the very moment that happens.

I don't know how this stuff about the regulations started. But I've heard it from dozens of pilots over the years. Even from those who work for manufacturers, and so should know better.

The Regulations Do Not Say that the Fuel Gauge Must be Accurate "Only When Reading Zero"

Most aircraft carry "unusable fuel." For example, perhaps there are three gallons that sit in a fuel line that can't be pumped to the engine. So, while the aircraft carries 53 gallons of fuel on board, only 50 are "usable." The [federal aviation regulations](#), not surprisingly, require that the gauge read "zero" when there are three gallons left on the aircraft, since that's when the engine will stop.

Each fuel quantity indicator must be calibrated to read "zero" during level flight when the quantity of fuel remaining in the tank is equal to the unusable fuel supply . .

Put another way, the gauge must read "zero" when there is no *usable* fuel on board. But it doesn't follow that when there *is* usable fuel on board, the gauge need not be accurate.

The gauge must be accurate at all fuel levels.

The regulations require the gauge to show the quantity of usable fuel in each tank "*during flight.*" It doesn't matter whether there is a quarter tank, a half tank, or a full tank of usable fuel. The gauge must indicate the quantity accurately. The only time the gauge need *not* be accurate is when the aircraft is sitting on the ground.

If a fuel indicating system does not comply with the regulations, it is [defective](#). Plain and simple.

The relevant part of the aviation regulations is as follows:

§ 23.1337 Powerplant instruments installation.

Fuel quantity indication. *There must be a means to indicate to the flight crew members the quantity of usable fuel in each tank during*



flight. An indicator calibrated in appropriate units and clearly marked to indicate those units must be used. In addition: [] Each fuel quantity indicator must be calibrated to read "zero" during level flight when the quantity of fuel remaining in the tank is equal to the unusable fuel supply. . .



Commander's Column:

FBI Tour Schedule

I know everyone is looking forward to this month's FBI tour. Here is our schedule.

At this meeting only those who have signed up previously are allowed to enter the FBI building.

Agenda – February 15th

- 4:45 - 5:15: Arrival and check-in
- 5:15- 5:45: FBI Overview
- 5:45 - 6:30: Demonstration
- 6:30 - 6:45: Reconvene / Dinner served (can eat while listening to case brief)
- 6:45 - 7:45: Case Briefing
- 7:45: Farewell

Please check in at the window at the Security Guard Station and they will run everyone through security one by one. Once inside the gate, you will be met by

staff who will escort you inside. Important items to note:

- Parking is available to the left of the Security Guard station.
- Please be sure to bring photo identification with you.
- Be advised that all parties visiting our facility must pass through the metal detector. Please refrain from carrying objects which may be perceived as weapons. These items, such as pocketknives, fingernail files, pepper spray etc., will be confiscated by the on-duty Security Guard.
- Cell phones, cameras, smartwatches, and any electronic devices will be held by the Security Guard for the duration of the event. All items will be returned to the owners at the end of the event.

Later this month I will be meeting with our new Sheriff, Jim Cooper. My top priority is to introduce him to our group – but an important part of our discussion will be to provide a briefing on our aviation capabilities.

We want Sheriff Cooper to know the wide range of aircraft available within our Squadron, ways in which we can augment Sheriff Air Operations, and where we can assist in Youth Outreach programs.

As I prepare for this meeting, I want to hear from our membership – where do you feel we can be real partners with SSO?

Take a minute and drop me a note with your ideas.

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Also, this month I want to give a big “thanks” to our committee chairmen. Each of our committees is really moving the needle in community outreach and Squadron enthusiasm.

New members in our Squadron have added much vitality to our ranks. Be sure to reach out and get to know these recent arrivals – they have a wealth of experience that we can use.

One of my goals this year is to enhance our Squadron website. We would like to include member profiles and brief messages on the value that our Squadron brings in your life.

I have asked Dale Terry, Communications Officer, to coordinate this effort. He will be reaching out to our group for stories and input. Want to participate? Let Dale know and your comments will be presented on our web page.

I look forward to seeing you at the FBI office tour.

Doug Hunting, Commander



Scholarship Committee News

To say it has been an interesting winter would be a significant understatement. "Atmospheric rivers" were certainly not covered in the FAA weather handbook. The region needs rain but for pilots without an instrument rating it can be frustrating waiting on the ramp. Currently, a fair-weather flyer, I have many reasons to look forward to the next few months, the weather starts to warm up and the days get longer. But at its heart, spring is a time of fresh starts and new beginnings, when we are filled with optimism and hope for the future.

This brings me to our squadron's scholarship and community outreach programs. For those who attended our annual banquet and the recent meetings, you have seen my enthusiasm for working with under-represented and less-fortunate youth; and this is the time of the year when our activities are kicking into high-gear (or perhaps more appropriately, "more manifold pressure") and **we need your help** to execute on our ambitious plans.

The mission of the squadron is to support our community and I can't think of a better way than to showcase our talent, passion and ability to make positive impacts to those who need it

the most. The Sacramento County Sheriff expects our squadron to be involved and give back to our community.

This is why now more than ever it's important for those in the law enforcement and aviation industries to come together and support aspiring pilots through scholarship and community outreach programs.

When you invest your time or money, you're helping someone take control of their future and achieve something they may have thought was impossible before now—a career in aviation or law enforcement! These programs foster diversity within the industry by providing access to critical education and supporting those who struggle to get started.

So, this springtime let's all come together as a squadron and make sure our community has access to educational opportunities that will enable them to pursue their dreams! Whether it be through volunteering our time as advocates or mentors, donating money, or participating in fundraising activities – let's all do our part so we can ensure that everyone has access to the resources they need to reach their goals!

I would like to hear from each member in the coming weeks to hear how you can donate your time or resources to this very worthy mission. No action or contribution is too small; we really need everyone's help.

Scholarship Important Dates:

January 2023 - Board Approval of Scholarship Program
February 13, 2023 - Release of Scholarship Application
March 31, 2023 - Scholarship Applications Due
Mid-April 2023 - Applicant Interviews and Award Announcement
April - December 2023 - Mentor Program

Outreach Program Dates:

TBD - Aviation Camp partnership with Aerospace Museum of California
September 23-24, 2023 - Capital Airshow
TBD - SCSAS Open House

Shawn Britton, Vice Commander

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