



Sacramento County Sheriff's Air Squadron Newsletter

SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

THIS MONTH'S MEETING

FBI Tour hits a homerun:

Members enjoy hardware & case study experience

Lisa Simpson learned first-hand how much weight an FBI SWAT officer carries during missions -- over 60 lbs. of stuff, ranging from the typical SWAT duty belt to radios, gloves, protective vest and weapons.

On the February field trip to Sacramento FBI Roseville office, our Squadron also learned what other gear is carried in a typical SWAT vehicle loadout to include: flashbang stun grenades, battering rams, ballistic shields, flexi-cuffs protective helmet, assault webbing, and more.

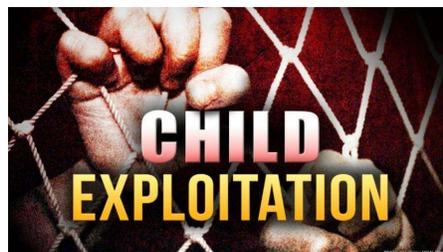
We were treated as VIP guests while at the FBI headquarters.



During our visit we viewed a special case study presentation on FBI work in child exploitation. Sexploitation is a top priority at the FBI protecting the public from crimes of child victimization. The goal is to protect

children from exploitation by predators who are involved in both domestic and international sexual conduct with minors.

We learned that the internet boom and technological advances have pushed the FBI to develop cutting-edge techniques to combat sexploitation.



The Roseville office works with FBI attaches and other offices, plus working with foreign governments, INTERPOL, Europol and others.

Dale Terry, Newsletter Editor

Meet Sheriff Jim Cooper

March 15th, 5:30 pm

Squadron Headquarters KSAC



Jim Cooper was officially sworn in as Sacramento County Sheriff on December 16th, 2022. He is the first new sheriff for Sacramento County in 10 years.

This month we will have an opportunity to hear how Sheriff Cooper plans to serve in this demanding job. He will talk with the Squadron about his top priorities and how law enforcement has been his "calling."

AROUND THE SQUADRON



By Ron Richey

What does a 20,000+ hour pilot who has given over 3,385 check rides as a Designated Pilot Examiner (DPE), who is type-rated in everything from round engine machines like DC-3's and B-25's, to turbine powered corporate and commercial aircraft.... use as his daily flyer?

Master Instructor Mike Traud uses a well-equipped pristine **Cessna 152** that he refers to as his **TSP** (the small plane) to commute between the various airports in which he has contracts with flight schools to give check rides.



To challenge himself as a student of aviation, Mike has been spending time down in Santa Fe, New Mexico getting type rated in vintage military jets. Last year Mike spent weeks studying all the

required flight manuals for the Lockheed T-33 before starting flight training.



Traud passed the flight training and check rides to obtain the type rating. He has subsequently returned for a 14 CFR 61.58 (FAA speak for flight review) and is gaining experience in the T-Bird. Mike's current type rating challenge.....is getting typed in the cold war era MiG-15..... stay tuned.

Dale Terry was observed sharing some of his international experiences relative to travel and aviation with **Shawn Britton** and new member **Lisa Simpson** who are headed across the Pacific and were curious about renting GA aircraft. Shawn is headed for Taipei and knew Dale has extensive knowledge of that area and wanted to know the must-see places.

Lisa is headed for Japan and has made a point to rent an airplane anytime she has a layover in an interesting location. She has rented aircraft in places like Alaska, Hawaii and British Columbia. Dale said it's almost impossible to rent anything in either country since GA is almost nonexistent along with the tightly controlled airspace.



Commander Doug Hunting and **Aerospace Museum Director Tom Jones** planned a multi-objective mission flying to Southern California to attend the **Western States Association of**

Sheriff's Air Squadrons 2023 Fly-In event at the Brawley airport (KBWC) and then on to Tucson, Arizona to check out the **Pima Air & Space Museum** located near the Davis-Monthan Air Force Base.

The original plan was to take Tom's super-fast Mooney until a bad cylinder was discovered during its annual inspection. Doug decided he would rent a nicely equipped Cessna Turbo 182 with Garmin G1000 boxes and a GFC700 autopilot so he could pick up the remaining hours needed for his instrument rating check ride. Since Tom is a former Naval Aviator and a CFI with lots of instrument flying hours in C-130's and Blackhawk helicopters, Doug could fly under the hood with Tom as the safety pilot.

Doug and Tom launched out of KMCC headed south down the valley until they both realized.... there is no inflight food service aboard their C-182, thus the food-stop at Harris Ranch (308). After lunch they made a fuel stop in Bakersfield (KBFL) before pressing on to Brawley which included dealing with some weather enroute and a late-night approach into (KBWC).

Bright and early the next morning Doug and Tom were shuttled back to the airport for the morning briefing and breakfast with the other participants which included members from **Imperial County** (hosts), **Orange County**, **Alameda County**, **Fresno County** and of course **Sacramento County**.

The flying competition started off with three circuits in the pattern and on the low approach, the pilot had to attempt to pop a red balloon that was released from the ground. (See photo of C-182). One point was given for hitting the balloon and three points for popping it.



Around the Squadron, continued

Our intrepid crew missed the first balloon, hit the second balloon and finally popped the third balloon. Doug said the trick is to come in below the balloon, spot it and then climb straight into it aiming to hit it with the propeller.



Next up was a search and rescue mission out into the desert followed by a spot landing contest on the return to the airport. Doug managed to nail the target spot....just before that tiny little bounce that put them 20 feet further down the runway. Our Air Squad guys did not come home with the Top Gun Award but

did have an interesting and fun time participating in the event.

After filing an IFR flight plan from Brawley to Tucson, Doug and Tom launched into the night for their next destination. After arriving close to midnight and being reminded that it was Super Bowl weekend, our guys lucked out and found rooms over at Davis-Monthan Air Force Base.



The next day our Squad members toured the fabulous Pima Air and Space Museum where Tom inquired about an F-15 he would like to see displayed here in Sacramento. Tom would not disclose who would fly the F-15 back to KMCC if

he makes his deal.

Three days and 15 hours of flying, Doug and Tom arrived back at Auburn airport non-stop from Tucson. They had a grand adventure which accomplished representing **Sacramento County Sheriff's Air Squadron** at the fly-in event, Doug being able to log real world IFR flying time; Tom checking out another world class museum along with trying to acquire an F-15 for his museum and of course.....making sure Doug kept the blue side up.



Safety Brief:

Learning from statistics



By Dale Terry

Have you renewed your insurance recently? If so, you probably received a hefty increase in premium rates. What are some factors behind these hikes?

Recently released data from AOPA Safety Foundation shows some interesting safety trends.

The good news shown was that general aviation flying is continuing to get safer. Some statistics are well known -- 66% of accidents are pilot-related. Only 18% are mechanical and 16% end up as unknown.

Most accidents occur on personal flights (74%) and of this number, 81% are fatal.

So, from my data review, safety is up to all of us – the pilot, not the airplane, usually causes accidents.

From the chart at right, you can see that a high percentage of accidents occur in the landing phase of flight. Most of these landing accidents are not fatal, but they destroy airplanes.

Here is where some of the insurance rates increase -- due to the frequent "fender benders."

Stalls near the runway environment are an accident factor, followed by hard landings.

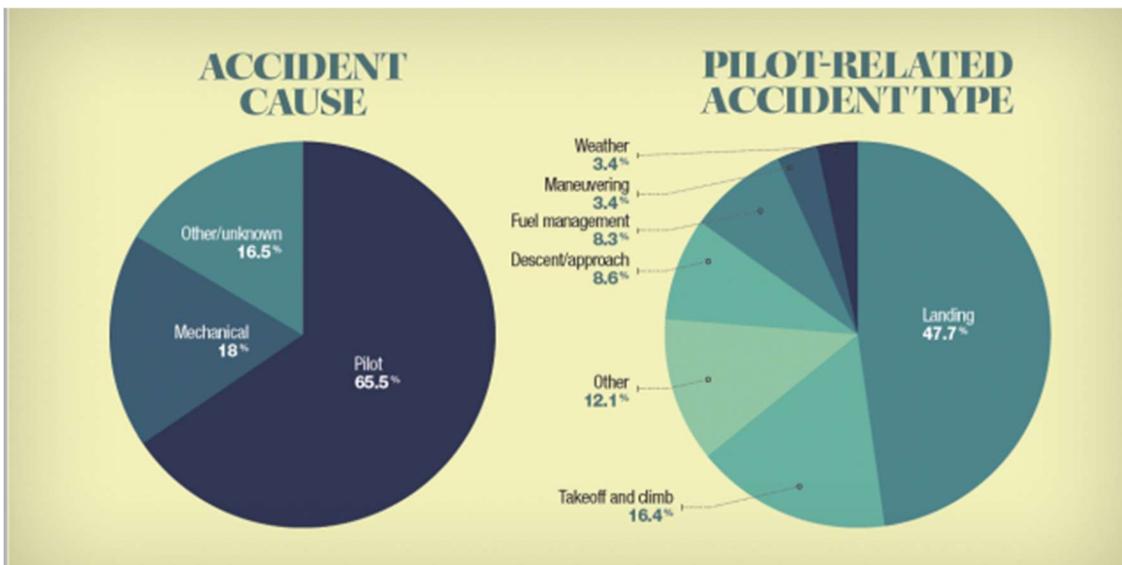
If these scenarios sound boring, that's because these accidents are so common. And if most pilots had one skill to improve, it would probably be landings. Practice slow flight, get proficient at flying at a consistent airspeed on final and when to go around.

During the period of wet weather in Northern California, lots of us have periods of long layoff. So, when weather improves try reviving your flying schedule. Scheduling some time with a flight instructor during some of our windy days is a good way to learn how to excel in those conditions.

information. Even the price of gas is shown – so running out of gas should be entirely avoidable.

We are all human, and we make piloting and flying mistakes. But by understanding mistakes other pilots have made can stack the deck in our favor.

And in the process, we may just help keep those insurance rate increases to a minimum.



Of course, the next item on a smart pilot's list should be maintenance. Regular flying helps here, helping to prevent corrosion.

Another way to improve our GA safety record is to use the sophisticated (and inexpensive) flight planning apps. These apps provide up-to-date weather and provide great airport landing

(Editor's note: **Bill Cox**, who served as our Newsletter safety contributor has moved out of the area and has resigned from our Squadron. Bill did a great job on his articles.

I am pleased to report that **Hunter Jefferson**, CFII, will be taking up the Safety Column starting in April.)



Commander's Column:

Marching into March

Happy March Air Squadron! I don't know about you, but this year is already flying by (pun intended).

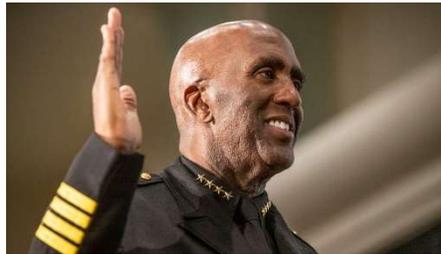
Thank you to all who signed up and attended our tour of the FBI Sacramento Office last month. It was an eye opening experience to hear about what role the FBI serves in our area and how they track down and convict sex offenders from our region.

While at the FBI, we heard from Special Agent in Charge Sean Ragan about the breadth of their investigations in the Sacramento area and how they participate with local law enforcement agencies. It was also good to hear how our very own Sheriff's Office and the FBI worked together on these cases to bring the fugitives to justice.

On that note, the Sacramento County Sheriff's office and the FBI have scored another win in keeping our community safe!

A man suspected of sexually assaulting two Sacramento State students is currently being extradited from Germany on charges of sexual assault and fleeing the states to avoid capture.

This couldn't have been done were it not for the cooperation of the Sheriff's Major Crimes Bureau, FBI, Interpol and German authorities. "That's their job to hunt down fugitives," Cooper said about his Major Crimes Bureau. "Just good detective work, that's what it came down to."



Later this month, myself and the rest of the board will be meeting with Sheriff Cooper to build upon our relationship with the Sheriff's Department and also to identify ways in which we can be an asset to the department. Having already had conversations with Undersheriff Mike Ziegler, he and I are excited about the new opportunities that will be coming our way to serve our community as well as the department.

I'm happy to announce that our guest speaker for our March 15th meeting at the hut will be none other than Sheriff Cooper himself! I am eagerly anticipating his appearance at our meeting and want to make sure that we put our best foot forward to show him that we are here to provide support in any way he and the department may need us. This will be a meeting that you won't want to miss!

Doug Hunting, Commander



Scholarship program kicks off this month

Beginning this month, our Squadron's 2023 Aviation Scholarship Program will be releasing the first applications for education awards.

These applications allow for funding two recipients with \$2,500 awards to be used for flight training, check rides, exam fees, training materials, aircraft rentals or other applicable expenses.

Our Scholarship Committee is working to raise awareness of our efforts to provide a pathway for aviation education – and in the process giving back to our community.

Focusing on "at risk" youth in underserved communities will be a key focus of our award program. And working with the Aerospace Museum of California will interface our program with youth who are progressing in the museum's (STEM) Science, Technology, Engineering and Mathematics related careers.

We will also be reaching out to Squadron members to participate in mentorship support. This will include regular progress checks with students, supplemental knowledge sharing and valuable insights to contacts within aviation and law enforcement.

I am very excited to see this new Squadron initiative launched. We will be presenting additional launch information at this month's meeting.

Shawn Britton, Vice Commander