



SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

Sacramento County Sheriff's Air Squadron Newsletter

THIS MONTH'S MEETING

Oshkosh 2023

Stan Stewart's formation adventure

2023's EAA AirVenture Oshkosh set an all-time attendance record when 677,000 attended the event.

Stan Stewart was one of the fly-in attendees.

Stewart, formation instructor and lead pilot made his way to Oshkosh to join up with the Bonanzas group for a massive overhead arrival.

This year 116 Bonanzas were in the arrival formation. Stan departed KMCC with two V-tail Bonanzas and a Beech Baron for a remain-overnight fuel stop in the little town of Valentine, Nebraska (try and find that on the chart).

The next morning Stan led an eight-ship formation to La Crosse, Wisconsin where the large Bonanza group starts getting organized for their famous mass arrival at KOSH.

Stan said "It took us about 1.5 hours to form up and fly to the show. Thirty minutes after we landed a giant

rainstorm passed overhead – fortunately almost everyone had their airplane tied down and secured."

Stan's airplane was one of over 10,000 aircraft that arrived at KOSH and other nearby airports.

For Stan and the crew, it was another successful and fun trip out to one of the all-time great air shows.



By Ron Richey

Larry Fleshman
GA Airport Manager
County of Sacramento
August 16th, 5:30 pm
KSAC Squadron Headquarters



Larry has worked with the Sacramento County Airport system since 2015. Previously he was General Manager of Air Canada's Toronto hub. Earlier Larry served as General Manager of United Airlines hub at Washington Dulles International Airport.

Also joining Larry will be Paull Stewart, Sac County Airports – who serves as our landlord for the Squadron Hut.

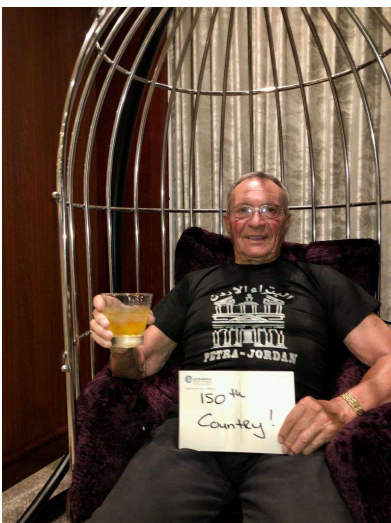
AROUND THE SQUADRON



By Ron Richey

The last month or two have been quite memorable for Air Squad member **Ulli Luenemann**, who celebrated his 20th Anniversary as a US Citizen on July 4th.

Ulli was born and raised in Germany and was an F-104 and F-4 Phantom fighter pilot in the German Air Force. On various flight training trips to the USA and while visiting friends which included Air Squad members **Chuck Asbury** and since passed **Jack Richey**, Ulli knew where he eventually wanted to live. Becoming a US citizen is not an easy path, but Ulli was determined be part of the American dream.



Ulli is also known to be a world traveler in every sense of the word, from visiting different countries while in the military, to flying to exotic locals around the world with Chuck in single engine airplanes.

This past month.... Ulli achieved his goal of visiting 151 (one hundred fifty-one) countries. Number 150 was in Petra, Jordan and number 151 was achieved visiting Jerusalem, Israel.

Question.....so.... how many frequent flyer miles does that add up to? Do the airlines 'comp' your drinks?



Long time Air Squadron member, helicopter pilot extraordinaire and Sac County Deputy Sheriff **Ed Rincon** was recently spotted wearing different 'colors'.... meaning he was wearing the uniform of a Rancho Cordova peace officer. What's with that?

It turns out longtime friend and Air Squadron liaison with the Sheriff's Office, **Brandon Luke**, has taken over the position of Chief of Police for the Rancho Cordova Police Department. Chief Luke has the authority to select various members from the Sac County Sheriff's Office to join his team.

Deputy Ed Rincon is the type of person Chief Luke wanted... Ed can do it all... from patrol, to DUI checkpoints, to under cover ops, to various investigations and did I mention.... he flies helicopters.

Congratulations to both Brandon and Ed on their new assignments.

There isn't a pilot known who doesn't on occasion get that 'ole.... BIGGER, BETTER, FASTER....feeling. How it must be so nice to be sitting up in the flight levels in a go- fast, air conditioned and pressurized airplane, watching the ground speeds and miles go by on large TV screens, rather than down low and slow, bouncing around with a cannula stuck up your nose.

Then there are those bills!

I talked with **Steve Cassinelli** about his pristine Beech Duke currently going through an extensive annual having major work done on his pressurization system, two new starter motors and having a wing flap disassembled and rebuilt due to a hairline crack in a critical spot.



And then there is **Dr. Rich Moorhouse** and his good-looking Citation Encore. While climbing out of Palm Springs (KPSP) passing through 10,000 feet, Rich gets a loss of pressurization warning light and must divert back to KPSP.

Rich's airplane has been in the shop over in Long Beach (KLBG) for over three weeks while the shop diagnoses and hopefully makes the necessary repairs.



So... the question... is low and slow 'more better'? Of course not but remember that old adage... it always costs more....to go fast!

Safety Brief:

Risk Assessment



By Hunter Jefferson, CFII

Do you fill out a risk assessment prior to each flight? Do you follow the FAA's risk assessment matrix on the FAA website or the FAA's FRAT (Flight Risk Assessment Tool)?

These are all great tools used by the FAA to help reduce the risk involved with every flight.

I recently took my Instrument Rating Add-On Check-ride with DPE Richard Batchelder out of the Concord airport. Prior to the check-ride, he gave me a list of things we will be discussing and said that he puts a big emphasis on Risk

Assessment. He noted, the FAA will soon be having a seminar at the Concord airport in response to the increased number of accidents and incidents in the delta and bay area.

So, after this past check-ride, I'm sold on the FAA's and Mr. Batchelder's risk assessment emphasis areas.

We all know how much the FAA likes acronyms, so here are a few more related to Risk Assessment.

Everyone should be very familiar with IMSAFE which leads to the PAVE

acronym to detect hazards, CARE to identify which hazards are risks, and then TEAM to suggest how to cope with risks. These 3 acronyms follow the 3 P's; **Perceive**, **Process**, **Perform**. So just a review:

We **Perceive** hazards through **PAVE**:

- P**-Pilot,
- A**-Aircraft
- V**-enVironment
- E**-External Pressures

We **Process** which hazards are risks through **CARE** by identifying:

- C**-Consequences
- A**-Alternatives
- R**-Reality
- E**-External Pressures

And we **Perform** ways to cope with risks through **TEAM**:

- T**-Transfer
- E**-Eliminate
- A**-Accept
- M**-Mitigate

Also, recognized worldwide is the **DECIDE Model**, which goes as follows:

- Detect** that a change has occurred.
- Estimate** the need to counter or react.
- Choose** the desired outcome.
- Identify** actions to control the change.
- Do** the action.
- Evaluate** the success of the action.

So, as you fly this summer, tape a copy of the acronym in your cockpit or scan them to your iPad.

The National Business Aviation Association (NBAA) has a nice risk assessment form available at:

<https://nbaa.org/wp-content/uploads/2018/06/flight-risk-assessment-tool.pdf>

There are also some good apps available at the Apple Store which can be used on your mobile device for easy access.

"In the thick" is no time to try to mitigate a potentially hazardous outcome. When preparing for a flight take time to stop and think about the hazards involved.



Attempting this task "in your head" usually does not consider actual risk exposure. Our mind tends to compartmentalize the individual hazards which, in turn, fails to appreciate their cumulative effects.

We may also allow our personal desires to manipulate our risk assessment in order to meet personal goals. The

best way to compensate for these inherent shortcomings is to take the task to paper or computer.

Try these techniques out and let me know what you think.

After my check ride, I'm a believer.



Commander's Column: Unsung ground heroes

Whether it's the adrenaline rush of take-off or the joy of commanding the skies, we, as aviators, know the thrill of flight all too well.

But as we trace the flight paths and conquer the airways in our general aviation aircraft, it's easy to overlook the network of professionals who work just as hard on the ground.

This is my tribute to them - our fellow unsung heroes of general aviation who often fly under the radar.

In the pre-dawn darkness, the ground crew prepares for a day of getting the fleet ready for the day's aviation activities.

Whether we have the luxury of a fully managed aviation service that will pull our plane to the ramp and ensure it has the fuel necessary for the mission, or we are like most general aviation owner/pilots who pull our own planes out of our hangar, the ground crews are essential in providing their services so that we may enjoy our passion of aviation.

After all, if they weren't driving the trucks around to fuel our planes or filling the storage tank for self-serve fuel, we wouldn't be able to supply our fuel hungry engines with what they need to send us aloft and onward to adventure.

How's the weather? We wouldn't know if it wasn't for the hard work of the meteorologists lending their expertise and knowledge to provide us with updated weather forecasts. These meteorological forecasts are essential to GA and Commercial pilots alike allowing us to make an informed decision about the viability and safety of our planned flights.

Or, how about the Airport Manager? Our airports don't manage themselves and without the airport managers and their staff, an airport can quickly fall into disrepair leaving them unusable.

You wouldn't want to take off on a runway full of cracks and uneven pavement, would you? How about landing in the dark with no lights because no one was available to ensure that these flight safety essentials were operational?

This month we can hear from two of these unsung heroes of aviation. Paul Stewart from the County Department of Airports and Larry Fleshman, Airport Manager of GA Airports KSAC, KMHR and F7z. We'll get to hear firsthand about what they are doing to protect not only our freedom to fly, but also ensure our safety in doing so.

As we land and set our feet on solid ground, we salute these unsung heroes of general aviation - our peers who truly make our world go round.

And I want to remind all members of our upcoming Fleet Review at KMHR on September 13th. There will be a chance to meet with Sheriff Cooper as he tours our Squadron aircraft.

Our Fleet Review guest speaker is David Marler, who will be presenting on a hot topic these days – UFO's.

Whether you believe our government is hiding something, or Area 51 has some secret hidden alien remains – or think that the whole topic of UFO's is crazy – our speaker will totally engage you in this topic.

In November of 2020, Marler became the curator of the world's single-largest historical collection of UFO case files in the world. These files include the historic NICAP and CUFOs case files in addition to Dr. Hynek's original Project Blue Book files. He was offered the rare invitation of serving as a full Board Member of Dr. J. Allen Hynek's Center for UFO Studies (or CUFOs).

David has discussed the subject of UFOs on numerous radio and television news programs over the years. He has also lectured on the subject to numerous school and adult audiences including at the university level. He has assisted the History, Learning, Discovery, Science, and Smithsonian Channel as well as numerous independent UFO documentary productions from various countries over the years. He has established himself as an internationally recognized UFO researcher.



Are UFO's fact, fiction, or fantasy? Join us in September to hear stories of mysterious encounters – and express your views.

Enjoy flying this month!

Doug Hunting, Commander



JIM PHILLIPS: VIEW FROM THE LEFT SEAT

(Ed. Note: Long time Squadron member Jim Phillips has a wealth of aviation stories gained over his many years of flying. Periodically he will share these stories in this column.)

Connie, Cessna and no radio

John Patterson, the original Cessna dealer at Executive Airport, became a good friend of mine.

In January 1961, John learned that I would be in Chicago for a professional air conditioning conference. And he asked me for a favor.

He had sold a new Cessna 172 minus a radio and needed that airplane ferried from the factory in Wichita, KS to Sacramento. Naturally, I agreed, and I arranged for a flight from Chicago to Wichita on a Friday morning.



The weather was getting bad when I boarded a Super Constellation in Chicago. Then we were informed that the weather was too bad to depart, and we were told to deplane.

45 minutes later we boarded the Super Connie again. Then we sat for 25 minutes. Next, we were told that we might need to fly to Denver and then take another flight to Wichita. We were ordered off the plane and 45 minutes passed before we again boarded the Connie – this time we departed. It was one of the worst flights I have ever experienced – a very turbulent ride with stuff flying all over the cabin.

I eventually landed in Wichita and took a taxi to the Cessna factory. It was 4:30 on a Friday afternoon. The Cessna ops folks told me they would put the C172 inside a hangar and melt the

ice off. Then I planned for a 11:00 am take off Saturday morning when the weather might be good enough to fly South and then West.

I bunked in a local motel, checked morning weather – it was marginal at best – low ceiling and strong crosswind on a quite narrow runway. And there was a requirement to stay below 300' to stay away from a restricted area.

I plotted my course factoring in crosswind and remembering that I would have no radio. I fired up the 172 with full tanks of fuel. I climbed to 300', turned South and looked for landmarks in what to me was an unfamiliar city. After 12 miles I wondered if I was on course. I found a tower sticking out to my left, flew around it three times and read the name. Guess what? I was on course!! Hurray!!

What an adventure. Soon I was away from the restricted area and climbed to a few thousand feet, heading for Albuquerque.

After a good night's sleep, a hearty breakfast, full tanks of fuel and a full stomach, I departed Albuquerque and kept Highway 66 in clear sight. The scenery was beautiful as I took out my dad's 16mm home movie camera. But soon I ran out of film. The air was so turbulent at this location I could not thread in a new film. Darn!

Looking ahead, I saw a dirt strip where I could land and load film in my camera. The dirt strip was Sedona, AZ – and what a lovely stopover location. After fueling, I took off for Apple Valley, CA. After another fuel stop, it was time to call Sacramento Executive tower and let them know my ETA and that I was coming with no radio.

After landing at KSAC I taxied to Patterson Aircraft. John happened to be there on a Sunday afternoon. I gave him the keys and paperwork and reported on a wonderful, adventuresome and educational experience.