



SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

Sacramento County Sheriff's Air Squadron Newsletter

THIS MONTH'S MEETING

Milestone birthday:

Tim Pinkney turns 75 with giant celebration

What would you do to celebrate your 75th birthday? Take a cruise? Visit a winery? Enjoy a spa weekend?

Last month, our Past Commander Tim Pinkney celebrated his platinum birthday at the California Aerospace Museum with friends, family, and lots of love.

"Top Gun Tim" has been active at the museum for many years, so his birthday site was a special location for his diamond event.

Long time friend, Squadron member, and museum director, **Tom Jones** said: "Tim is an outstanding community supporter – his work with Rotary, NASA Ambassador and outreach to kids through the museum speaks to his dedication to serve."

Past Commander **Ken Lux** served as MC for the birthday celebration and **Chad Wells** coordinated food and drinks. Many Squadron members attended.

Is Tim planning to slow down? "No," Tim says, "There are many things I am dreaming and planning -- things I want to experience in the future."



Tim is gung-ho for the future. "The more time goes by, the more I realize what extraordinary experiences I have had in my 75 years. Some of it was luck of circumstances, connections, and background. All these made it possible to respond positively to what came my way."

Fleet Review

Mather Airport

September 13th



Our Squadron's Annual Fleet Review will be held at Mather Airport, at the Sheriff's Air Operations hangar.

Those flying in should arrive no later than 1530 hrs. A complete schedule is shown on page 2 of this Newsletter.

For those driving to Mather, the Air Operations hangar address is:

3846 Bazley Way, Mather, CA 95655.

FLEET REVIEW SCHEDULE

3:00 pm - Aircraft begin to arrive and park at Sheriff's Air Operations hangar. Exit from Runway 22L at Taxiway Foxtrot.

Members sign-in at registration booth and proceed to photo booth for directory photos. Also purchase raffle tickets.

4:00 pm - Sheriff Cooper reviews Squadron aircraft. Drone demo and static displays.

5:00 pm - Color guard and dinner served.

5:15 pm - Sheriff Cooper comments and swearing-in of new members.

5:50 pm - Scholarship / Community Outreach raffle.

6:00 pm - Guest speaker - David Marler.

7:00 pm -- Adjourn.

Photos from past Fleet Reviews



Safety Brief:

Why the increase in airline incidents?



By Hunter Jefferson, CFII

Many of you have heard in the news lately about the uptick of airline incidents at major airports across the country. There have been many speculations about the rise in incidents.

Let's look at the most likely reasons for this uptick.

First reason – inexperienced pilots.

In a 2019 Oliver Wyman poll of flight operations leaders, 62 percent listed a shortage of qualified pilots as a key risk. It is estimated that by 2025, there will be a shortage of 34,000 pilots.

During COVID, many pilots were laid off and captains who were near the retirement age, retired a year or two early. Post COVID however, many airlines have provided a more direct path to the cockpit for new pilots, expanding cadet training programs and providing financing.

I'm trying hard not to be part of this problem.

I am in a program with SkyWest (regional airline) to transition from flying helicopters to flying in the airlines. Although I lack the experience flying fixed wing, I do have thousands of hours in the aviation field talking to ATC, flying

turbine aircraft, and being involved with day-to-day aviation operations.

However, it is believed many incidents, especially with regional carriers, have been a direct result of inexperienced pilots.

Second reason – pilots moving up too soon.

Many first officers are upgraded to captain earlier in their career. At SkyWest, first officers are reaching captain status within two years and some as soon as a year and a half. Prior to COVID, it usually took many years to become captain.

My transition path is vastly different than many regional airlines who have reduced the number of hours to apply. Just 1500 hours is enough for the ATP requirement and many of these pilots are coming straight from flight instruction in a Cessna or similar.

Third reason – ancient FAA equipment.

According to the Federal Aviation Administration, "The FAA has 420 staffed air traffic control centers each with a useful life of 25-30 years. But 59% of the buildings are more than 30 years old and the average age of the system's control towers is 29." This has created a highlighted magnitude of concerns including over aging technology and cybersecurity threats.

Fourth reason – ATC personnel shortage.

Along with aging ATC equipment, there has also been a shortage of air traffic controllers with more planes in the skies. The average age of ATC controllers is 38 and they are required to retire at age 56. The FAA will also not hire anyone over the age of 31 because they want candidates to have at least a 25-year career path.

Altogether, with the lack of qualified pilots, aging ATC equipment, and fewer ATC controllers, the commercial aviation industry has seen an increase in incidents.

OK, what are some solutions?

Since the data indicates that 85% of all aviation accidents and serious incidents involve human error, improved training for pilots and ground workers is very important.

Even machine learning algorithms (AI) can allow companies to analyze large data sets such as flight data, weather data and aircraft maintenance records to identify patterns and trends. Hopefully these studies will allow detection of potential safety issues before they happen.

Besides updating old equipment like replacement of the KSMF tower, duty times for pilots and ATC personnel are being cut back. Minimum rest times have been increased.

Looking for a career with the FAA? The agency is set to hire 1,500 controllers this year and 1,800 in 2024.

Do I think that today's US aviation system works? Yes, but the safety margins have been eroded a little over time.

Do your part – keep your training current. Use a flight with an instructor when you feel a bit rusty. Tell the ATC folks you appreciate them. Seriously! A little encouragement on the radio is welcomed by everyone.





Commander's Column:

Must-Know tips for our Fleet Review

On September 13th, the skies over Sacramento County will rumble to life as the Sheriff's Air Squadron proudly showcases its mighty fleet for the Mather Fleet Review.

I know that our members look forward to this annual event to show off their prized aircraft. Perhaps there will be new avionics to view, a new interior to envy or an engine upgrade for extra take-off power to inspect.

This year, it isn't just the metal birds that will captivate your attention, but the mystifying tales from far beyond our earthly horizons, promising a union of aviation prowess, aviation camaraderie and the enigmatic unknown!

And as the propellers whir and the engines roar, all eyes will be on the main tarmac as Sheriff Cooper and Undersheriff Ziegler join the revelry, inspecting, admiring, and perhaps sharing a story or two of their own airborne adventures.

Our guest speaker will address a hot topic – UFO's. Fact, fiction, or fantasy?

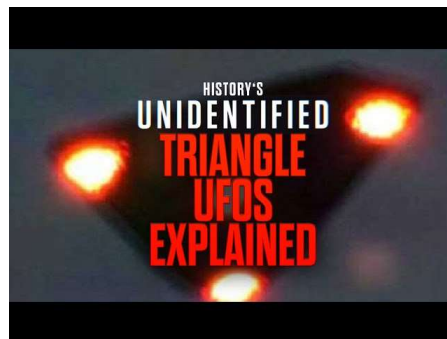
David Marler is an expert who has dedicated more than three decades to a phenomenon that has tickled the curiosity of aviators, scientists, and stargazers alike: UFOs.

David is the Executive Director of the National UFO Historical Records Center and will take us on a riveting journey through the vast expanse of the universe, touching upon the mystery of triangular UFOs.

The goal of the Records Center, located in Albuquerque, NM is to establish the largest historical archive dedicated to the preservation and centralization of UFO/UAP information in the United States.



His book, "Triangular UFOs: An Estimate of the Situation," remains a tour de force in understanding these sightings, offering a tantalizing mix of anecdotal accounts and meticulous research.



With a personal library that would make any UFO enthusiast's heart race and having accepted the distinguished honor of serving on Dr. J. Allen Hynek's Center for UFO Studies (CUFOS) Board, David's credibility and expertise are unparalleled.

Prepare to have your understanding of the skies expanded and be ready for tales that might make you question, "What really lies out there?"

The Fleet Review is more than just a regular Squadron meeting. Whether you're here for the aircraft, the stories, or just the thrill of being amidst fellow aviators, September 13th promises an evening of wonder, camaraderie, and perhaps, a sprinkle of cosmic magic.

Mark your calendars, aviators! The skies await your presence and the mysteries beckon. Don't let this one fly by!

I also want to thank **Communications Officer Dale Terry** for his attendance at last month's San Francisco Sheriff's Air Squadron's Willows, CA fly-in. A number of members from both Northern and Southern California squadrons attended.

All the SF members are sworn officers and carry a nice badge to prove it.



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.)

Flight Bonus

In 1980, a company in Texas made a kit called "Flight Bonus."

The purpose of the kit was to reduce drag during flight which increased air speed or allowed for reduced power at lower air speeds.

The kit was composed of gap seals which were installed in the flaps, ailerons, elevators, and rudder. It even contained a bristled seal between the prop spinner and engine cowling – and a seal where the prop blades came out of the spinner.

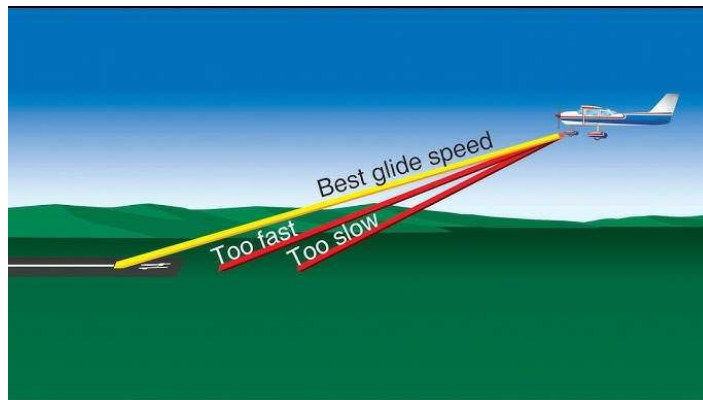
The main drag reduction component was a new nose wheel fairing which was very streamlined. Added were new fairings for the main gear and special fairings for the spar connections to wings and fuselage.

Well, I bought a kit from the local KSAC Cessna dealer. And they were so intrigued that they agreed to install the kit at no charge – provided I would pass on the results from my C182.

So, here is what I found.

Before Flight Bonus, at 5000' elevation and 75% power air speed was about 144 knots.

With Flight Bonus at 5000' and 75% power, air speed was increased to 155 knots – about a 7.5% increase in air speed. I don't know what the fuel reduction would be – but clearly the glide ratio was increased.



Now, here is the rest of the story.

During a biennial flight review the instructor pulled the throttle back and said, "where are you going to land?" I looked around and pointed to Franklin Field.

"No way," my instructor said.
"We won't make it."

"Yes, we will," I said.

Guess what? Yes, we made it to Franklin just fine. We made it because of the increased glide ratio – more than the instructor expected.

It really was a "flight bonus."

Sacramento County Sheriff's Air Squadron Newsletter is published monthly. Dale Terry, Editor. Have a story other members would love to read – pass it along.