



SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

Sacramento County Sheriff's Air Squadron Newsletter

THIS MONTH'S MEETING

Open House & Family Day:

November's Squadron event draws large attendance

Closing out last year's Squadron calendar, a first-ever Open House & Family Day event was a smashing success.

The November 2023 gathering saw participation by SSO's Air Operations when the Department's Airbus EC-120 dropped into the ramp adjacent to our "Hut."

Members enjoyed seeing **Kelly Couch's** very bright orange AutoGyro, saw **Ed Rincon** arriving with a nicely outfitted Sheriff's vehicle, and looked over aircraft on static display. **Tom Jones, Shawn Britton, Ryan Long and Dale Terry** flew aircraft for review. Shawn even brought in a powered paraglider.

Food was provided by members, spouses/partners, and Aviator's Restaurant for a full buffet luncheon.

Quartermaster **Chad Wells** made sure the Squadron property was in great shape and installed a new refrigerator just prior to the gathering.

Numerous guests attended – family/friends of members, as well as walk-in guests from the airport and local community.



Thanks to everyone who attended.

"Bomber Camp: 4 days in 1944"

Presentation by: **Tim Pinkney**

KSAC Squadron Headquarters

January 17th



Join long-time Squadron member and Past Commander Tim Pinkney as he takes us to a virtual visit to Bomber Camp. This immersive WWII living history experience allowed Tim to step back in time to train for a bombing mission – and then fly it.

The mission allowed Tim to drop a 200-lb concrete bomb while flying a B-24 Liberator.

OPEN HOUSE & FAMILY DAY PHOTOS



Safety Brief:

Icing Hazards



By Hunter Jefferson, CFII

It's that time of the year again as the weather has changed from hot and dry to storms, turbulence, and icing.

A lot of us have flown enough to identify the early signs of icing, however, there are plenty of newer, younger pilots joining the Squadron. And although we could talk about this topic for hours, here's an important review of icing and its effect on our airplanes.

There are several types of ice.



Clear ice usually forms in temperatures of 0 to -10 degrees Celsius and is the most hazardous. It forms when a part of the supercooled water droplets freeze on impact with a surface and the rest of the water droplet slowly freezes as it spreads over the surface it is on. As a result, this ice is heavy and hard to remove. This ice is usually found in cumuliform clouds and freezing rain.

Rime ice usually forms in temperatures of -10 to -20 degrees Celsius. It forms as small droplets impact an already frozen

surface, creating a brittle, milky, opaque buildup of ice, usually on the leading edge. Rime ice is usually found in stratiform clouds.

Mixed ice, as the name implies, has the properties of both clear and rime ice. It is usually whitish, irregular, and rough. Mixed ice can form rapidly and is difficult to remove. It is commonly found while flying through wet snow.

OK, how should we respond when faced with icing conditions or the potential for icing?

And if your plane's performance allows, try to fly above the cloud layer and avoid the area just below the cloud base where water droplets are largest and freezing rain is most prevalent.

At a minimum, make sure your airplane has an outside air temperature gauge.

Since most of us fly single engine and light twin engine types, we do not have extensive anti-ice and de-ice systems. However, if you do encounter icing conditions along your route, try to climb above the freezing layer. If you are unable to get above the layer, contact



Here are some general rules to follow:

Always consult a weather office, online sources, or flight service station to obtain a weather forecast.

Avoid flying into an area where icing conditions are known to exist.

If the temperature is near zero Celsius, try to avoid flying through rain showers or wet snow.

ATC to ask about the ceiling bases and visibility to descend below the layer.

You can also turn 180 degrees and fly back to an area with no icing. If ice has already begun to build up on your plane, avoid making steep turns since stalling speed is affected. Be alert and remember fuel consumption is greater due to the increased drag and the additional power required. Once you are about to land, do so with more speed and power than usual.

Commander's Column:



Welcome back! I trust everyone had a rejuvenating holiday season and is relishing the crisp, clear winter skies. It's the perfect backdrop for what promises to be an exhilarating year ahead for our squadron.

How can you be a part of this exciting journey? Simple – get involved!

We're calling on members to step up and participate more actively in flying events and take on leadership roles within the squadron. Whether you're a seasoned flyer or someone with a fresh perspective, your involvement is crucial to our growth and success.

This year, our focus is clear: we want to see more of you in the skies and get involved in various squadron activities! There's something uniquely rewarding about sharing our passion for flying, and we're committed to building a robust, diverse membership base.

We're not just looking for more pilots; we're seeking individuals eager to contribute to our community in meaningful ways. I encourage everyone to reach out and invite fellow pilots to our monthly meetings. The board is working on an amazing incentive to the member who sponsors the most new members this year!

In addition to our regular flying activities, we've got a thrilling lineup of speakers and events planned. Imagine the thrill of visiting the Mohave test pilot school, or the delight of a family overnight flyout to Napa. Picture the camaraderie of a friendly game at TopGolf, or the adrenaline rush of participating in a local air rally race. And let's not forget the several local air shows that promise to dazzle and inspire!

As you look at our planned schedule, you'll see "Fun Fly." This is a new way for us to become better acquainted with each other. Fun Fly dates are flying activities to local areas where we can go, have lunch, and get back home in just a few hours. Fun Fly dates are likely to come up fairly last minute to accommodate weather conditions and aircraft/pilot availability.

Flyouts, on the other hand, are more structured events that typically include tours and guest speakers – and farther away from KSAC.

A well run organization requires participation and to that end, we need volunteers to help with our social media and scholarship leadership roles. These are fantastic opportunities to contribute to the squadron's growth and outreach. Whether you're a social media guru or someone with a passion for education and community service, your skills and enthusiasm are invaluable.

So, are you ready to make 2024 a year to remember? Let's soar to new heights together, forging unforgettable experiences and strengthening our bonds within the squadron and the community. Your participation and support are what make our squadron a vibrant and dynamic group.

Looking forward to seeing you at our upcoming events and in the skies!

Shawn Britton, Squadron Commander

Planned 2024 Squadron events

Here is a list of planned Squadron events coming up this year:

March – Fun Fly to Shelter Cove
April – Flyout to Mojave
May – Fun Fly to Minden & Hayward Air Rally
June – Flyout to Napa
August – Top Golf Roseville
August – Flyout Fallon
September – Fun Fly to Half Moon Bay
November – Squadron Banquet with invited guest speaker Michimasa Fujino, Honda Jet lead designer.



2024 Airshows where our Squadron will participate

June – Truckee Airshow
July – California capital Airshow
July – Air Venture
August – Wings over Camarillo
September – Miramar Airshow
October – SF Fleetweek

Keep your ID cards current

Many members will need to perform the annual update for their SSO ID cards. Drop me an email asking for a new ID card, and I will coordinate with Volunteer Services.

Shawn.Britton@sacairsquadron.com

Around the Squadron:

Baby boomers share WWII family experiences

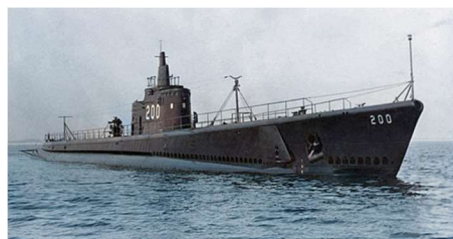
Tim Pinkney's father was a B-24 Liberator co-pilot flying out of Italy with the US Air Corps 15th Air Force – destination Germany.



His father did not speak at length of his wartime experiences – but Tim remembers asking him how he mentally prepared for a mission. His dad said: "You just do it! Strap your airplane on your ass and go."

Tim comes from a flying family. His mother was a commercial ticket pilot and Tim's parents encouraged him to fly – and paid for his lessons taken while he was a freshman in college.

Ron Richey's father, Jack Richey, served in the U.S. Navy working in submarines hunting in the South Pacific.



Ulli Luenmann was born during the WWII years in Germany. His biological father served in the Luftwaffe as a Messerschmitt ME109 pilot. However, Ulli never knew him since he was killed over the North Sea and listed as MIA before Ulli was born.



Ulli's adopted father, Hans Dirnhöter, was also a ME109 pilot, stationed at bases in Northern Germany and France, who chalked up 10 Allied aircraft kills before he was shot down and taken to a Russian prisoner of war camp to await the war's end. Predictably, Ulli's mother was not in favor of his learning to fly given the family's previous loss of life. Of course, Ulli did go into aviation and served in the German Airforce as a F104 pilot.



Dale Terry's father was stationed in China working with the Flying Tigers and remained in China after the American volunteer pilots were merged into the Army Air Corps receiving their supplies via a dangerous 500-mile air route from India to China over the Himalayas. With his permanent base at Kunming, China, Major Terry served as Adjutant to General Kennedy.

Kelly Couch's father served in the Army Air Corps and originated his officer duties at McClellan, right here in Sacramento. He retired as a bird colonel after working as an IG at the Pentagon. During his WWII time, Kelly's dad flew DC-3 Dakota aircraft from bases in North Africa. He survived a water ditching with low fuel in the airplane – there was so much buoyancy due to air in the tanks that he was able to exit the aircraft and walk on the wing.

50+ years!



This year marks Alan Gallaway's completion of 50+ years continuous Squadron membership. Alan

joined our group in 1972. Along the way, he served as Squadron Commander in 1979. Congrats on a half-century of support for our group!

Julie Circle arranges scholarship contribution

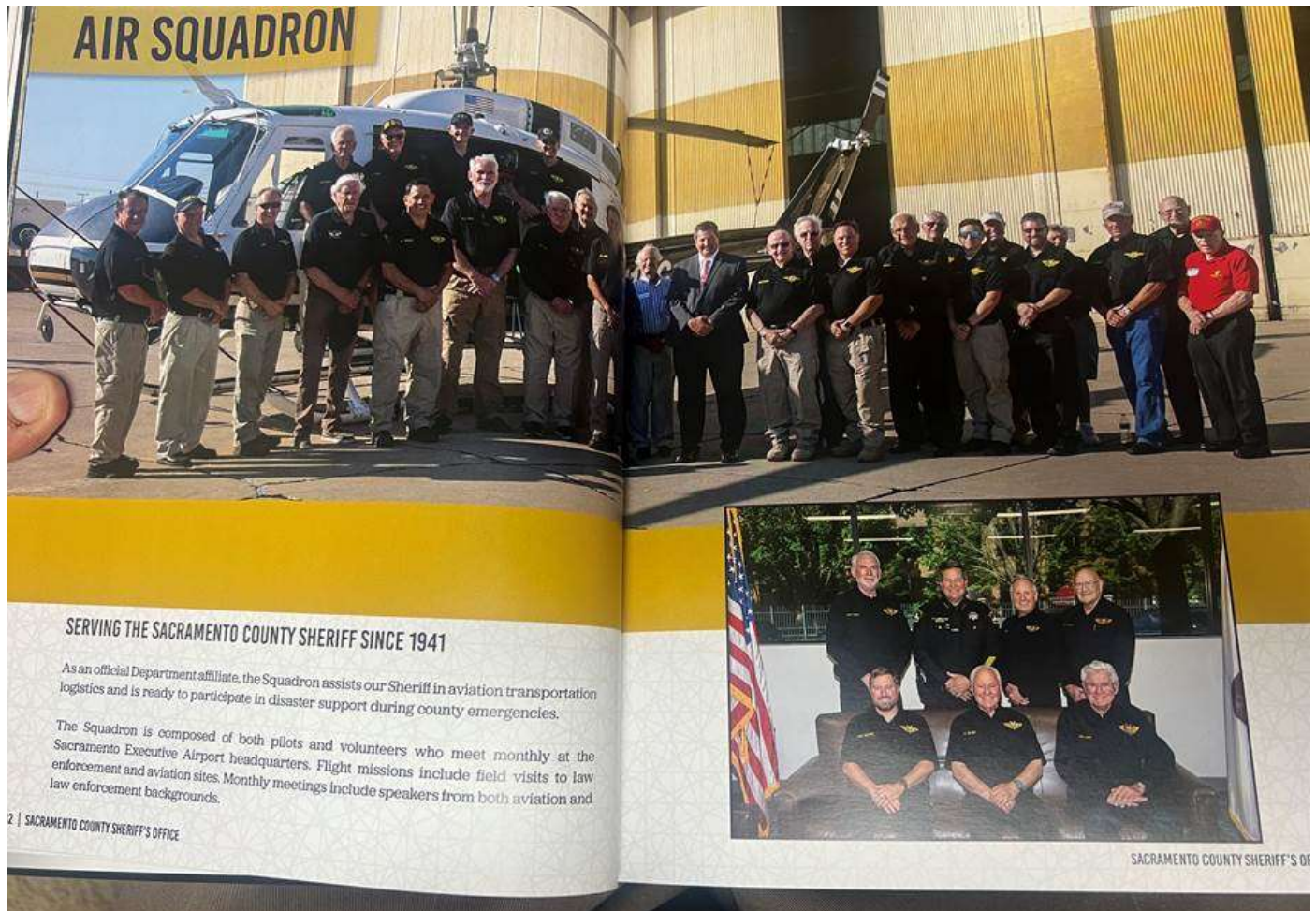


Julie Circle was highlighted in Acrisure's Western Region November 2023 newsletter. Julie works at the insurance agency and arranged for a \$1,500 company contribution to our Squadron's Scholarship Fund. The article provided a nice summary of our group's activities. Great effort Julie!

Squadron is highlighted in Sheriff's Annual 2022 Yearbook

Last month the SSO released their new Annual Yearbook. This impressive publication used in public relations with a wide audience range carried a two page spread highlighting our Squadron.

Thanks to Joe Williams for passing this screen shot along. These photos were taken at our Mather Airport 2022 Aircraft Review .



Enhance your Squadron membership

New Squadron members often ask: "What further steps are possible to advance in our group and participate more fully with the SSO?" Here are some next steps to consider.

1. **Qualify to carry a Honorary Deputy Sheriff's Air Squadron badge.** Members are allowed to carry this form of identification following completion of the PC832 training class. This class is offered at local community colleges and the SSO expects to offer this training later this year at the Sheriff's Academy. Interested in carrying a badge? Talk with Ken Lux, Kevin Phillips or Dale Terry.

The badge is presented in an attractive tri-fold wallet allowing placement of the SSO ID card and your CA driver's license.

2. **Become a Level 3 reserve officer.** As a Level 3 reserve deputy, you can perform limited law enforcement duties while under immediate supervision. Several members have achieved this level of SSO participation. Both Jerry Blalock and Joe Williams now serve as Level 3 deputies volunteering in SSO's CCW division. Interested in a Level 3 opportunity? Talk with Jerry, Joe or Kevin Phillips.