

SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

Sacramento County Sheriff's Air Squadron Newsletter

THIS MONTH'S MEETING

Race for Air Races:

Competition for air race site in Nevada desert

While the Reno based National Championship Air Races organization decides where to relocate, a competitor has surfaced.

If all goes as planned, a new aviation event to be known as the Las Vegas Air Races is slated to hold their first races in October 2024 at its facility near Pahrump, Nevada.

The race, a subdivision of the recently announced Las Vegas Spaceport, has a long way to go with substantial infrastructure before their October 25-27, 2024 race dates.



Pahrump is a rapidly growing community located between Las Vegas and Death Valley. Its previously private

use airport has now been opened to the public and several casino hotels are nearby. It is a 45-minute drive from Las Vegas.

Meanwhile, six cities have expressed interest in becoming the new home for the Reno Air Races: Casper, WY; Buckeye, AZ; Pueblo, CO; Roswell, NM; Thermal, CA and Wendover, UT. A committee has visited all proposed sites and will select the winner this year. The new location would open in 2025.

As a buffer between the 2023 last Reno Air race and 2025, a final airshow is planned October 4-6 at Reno-Stead Airport. Looking to commemorate six decades of the National Championship Air Races, both the Blue Angels and Canadian Snowbirds will appear.

The Reno Air Races became threatened by increasing insurance costs which in 2023 totaled \$1.3 million and regional growth around Reno-Stead Airport.

Dale Terry, Newsletter Editor

Barbara Schultz

Aviation Historian and Author
KSAC Squadron Headquarters

February 21st, 5:30 pm



Barbara Schultz, a well-respected historical author for nearly 25 years, has contributed to aviation those stories that have been overlooked.

Her February topic looks at the life of **Cliff Henderson: Visionary Leader**, who brought aviation together by developing the National Air Races, from 1928 to 1939. He also founded Palm Desert, CA.

If you have attended an airshow, or just admired an aircraft in flight, you owe great gratitude to Cliff Henderson.

Commander's Column:



2024: A year of Adventure and Inspiration

Kicking off with a bang: Last month, Tim Pinkney presented a terrific tale of attending Bomber Camp. His vivid storytelling, which brought to life a crucial chapter from his father's Army Air Corps service in WWII was not just educational, but also touching.

Up next is a dive into aviation's Golden Era: Barbara Shultz, our February speaker is a passionate preserver of aviation heritage. Her captivating books have received high reviews on Amazon – ranging from a biography of Pancho Barnes to Pioneering Aviation in Kern County, to Flying Wings Aircraft.



The Biography
of
Florence Lowe Barnes
by
Barbara Hunter Schultz

I know Barbara will have books for sale at our meeting – be prepared to buy some of these interesting reads.

Making the most of perfect flying weather: Flying weather is great right now (in between some rain showers) – it's a joy to see Squadron members spreading their wings. This surge in flying activity dovetails beautifully with our mission to attract more owner pilots to our group. As we meet fellow pilots introduce yourself and our Squadron – you might be talking with our next candidate to join our ranks.



"Fun Fly" events celebrate of shared skyward passion: Our Squadron flying calendar is sprinkled with opportunities to fly together. These events offer us a chance to bond, explore local airstrips, and marvel at the stunning vistas our region has to offer. Up next is a Fun Fly outing to Shelter Cove, a personal favorite, and a hidden gem in our backyard. Join me with your airplane, or ride with me as a passenger.

The Hayward Air Rally: May brings the much-anticipated Hayward Air Rally. We are gearing up to field 2-3 teams of Squadron pilots. This rally is more than a test of aerial acumen, it's a chance to mingle with local aviators and champion our squadron's ethos and community spirit. Let's band together, strategize and make our mark in this competitive yet fun-filled event. I flew in the event last year and had a great time.



Volunteer call: I need your help! With our shift in Squadron leadership and some member relocations, there are two pivotal roles with need enthusiastic leadership –the Scholarship Chair and a full-time Air Boss. These are not just roles; they are chances to enrich our squadron legacy. Contact me if you can take on these responsibilities.

Engaging with our community: Our squadron is more than a collective of aviation enthusiasts; we're an integral part of a wider community representing our Sheriff with outreach to schools, youth groups, and local events. These efforts not only elevate our squadron's profile, but also ignite the dreams of future pilots. Last year's scholarship program debut supported youth at the California Aerospace Museum's Summer Camp and provided educational and flight training assistance to two aspiring aviators.

I am looking forward to the coming year – a year that should be ripe with promise, adventure, and shared experiences. Let's embark on this new chapter with the unity and passion that have always been our hallmarks. Here's to a year of clear skies, safe journeys, and moments that will become cherished memories in the Sacramento County Sheriff's Air Squadron story.

Shawn Britton, Commander

Around the Squadron:

Aerospace Museum funds two \$12,500 scholarships

Tom Jones, Executive Director of the Sacramento based Aerospace Museum of California tells us that in 2024 the Museum will fund two \$12,500 scholarships for candidates between ages 16-22. The private pilot license aviation scholarships will fund flight training expenses, include a mentoring program, and engage scholarship winners with youth at Museum activities.

Anderson turns 102 years old

Frequent Squadron guest and Honorary Member, **General Bud Anderson** has celebrated his 102nd birthday on January 13th. Anderson attended our Squadron's 2021 Annual Banquet and joined then **Commander Ken Lux** and airshow performer **Shawn Tucker** for a swap of aviation stories.

Bud has been inducted into the National Aviation Hall of Fame and International Air & Space Hall of Fame. He has logged over 7,500 flying hours and has flown more than 130 different aircraft types.

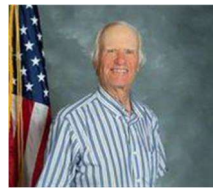


Property update

Kevin Phillips, Squadron Treasurer reports that a five-year sublease has been finalized with Sacramento County Airport System for the land our Squadron utilizes at Sacramento Executive Airport. The land lease does not include our building which the Squadron owns.

While the Squadron's sublease cost increase is marginal, other KSAC airport sublease holders are receiving hefty lease increases. IvanAir's lease cost will increase this year by \$25,000.

Accordianist



Last month we reported that **Alan Gallaway** has been a member of the Squadron for over 50 years. We neglected to

mention that Alan also plays the accordion and belongs to a local accordion club. He says that Frank Sinatra, Elvis Presley, Barry Manilow, Billy Joel, and Ginger Rogers also played this difficult to play instrument.

Rumors at KSAC

Looks like there could be some significant things happening at KSAC this year. Executive Airport is awaiting release of federal funding to replace Runway 2-20. This would involve replacing the entire runway, rather than just a resurfacing.

Also, at KSAC, the FAA is looking at reassigning tower controllers to other airports. There is a shortage of tower personnel in the U.S. and contract towers are fertile grounds for the FAA to bring personnel into government positions. And these FAA positions pay better than the contract tower pay grades. If these relocations proceed, the KSAC tower staff could be taken down to only two controllers. Stay tuned --we will be following up as events unfold.

Long Beach Airport launches unleaded Avgas subsidy program

Up until last month, Long Beach Airport's charge for 94-grade fuel (UL94) cost customers \$2-\$4 more per gallon than 100LL. Beginning in February, the cost for UL94 and 100LL will be the same due to the Unleaded Aviation Fuel Subsidy Program which will offset the difference. The money comes from a \$200,000 budget approved by the Long Beach City Council.

With the FAA having set a target for elimination of leaded fuel for all piston-powered aircraft by 2030, the identical cost between fuel types removes one major barrier for UL94 adoption.

Long Beach Airport is a frequent destination used by Squadron members wanting to avoid KLAX airspace.

Friend of Squadron signs major electric air taxi deal



Staunch Squadron supporter Clay Lacy's company has signed a deal bringing electric air taxi service one step closer in SoCal. The agreement with Jobby Aviation provides for an electric charging system at Lacy's SNA (John Wayne) terminal. The project is part of Lacy's \$100 million redevelopment of the FBO operation.

The move rings Los Angeles with Lacy operations at John Wayne and Van Nuys airports and will be included into the Jobby SoCal air taxi network.

Safety Brief: Turbulence



By Hunter Jefferson, CFII

It's that time of the year again, when you and your wife want to fly from Sacramento to Reno to go skiing at Mt Rose.

You've heard of the crazy turbulence stories of people crossing the mountains and how Reno is known for increased turbulence on the east side of the mountains. You've never crossed the Sierra Nevada mountains in your Cessna 172 or Mooney but have been preparing for it for a while. So, what are some things to consider?

First, make sure you're checking the forecasts and any PIREPS, specifically the type of plane that the PIREP is based upon. A PIREP given by a 737 will be different from a 172.

According to Bold Method, there are two types of mountain wave turbulence: trapped lee waves and vertically propagating waves.

Trapped Lee Waves propagate horizontally and can extend hundreds of miles downwind. They are created by three things; a cross barrier flow of at least 20 kts, a moderately stable atmosphere, and significant wind shear.

Trapped lee waves usually are found between 10,000-15,000 feet above the

mountains and in the common altitudes for general aviation.

In this range, there are the upper and lower zones. The upper zone is usually 1,000-2,000' above peak height and higher. Some visual cues in this region are lenticular clouds like the one pictured below.



Lenticular clouds usually indicate strong updrafts and downdrafts. If at any time you experience updrafts and downdrafts that you are not comfortable with and/or they exceed the performance of your airplane, turn back and try another day. Try for a morning flight to avoid stronger winds later in the day.

The lower zone is usually 1,000-2,000' above peak height and below and consist of rotor clouds. They are usually found under crests near or

below ridgetop levels.

A good rule of thumb is to try to avoid flying through the rotor clouds and the lenticular clouds for the smoothest route. Now pack up the skis and head out to Reno for a weekend after this next snow storm!

And, here is a final thought – be sure to brief your passengers regarding any turbulence which might be anticipated ahead.

