



SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

THIS MONTH'S MEETING

Sacramento County Sheriff's Air Squadron Newsletter

Dirty dozen:

FAA Aviation Safety speaker gives terrific presentation

Last month's April meeting featured an engaging speaker that made a lasting impression on the importance of aviation maintenance.

Andrew Danovaro, FAST Team Program Manager Airworthiness, from the Oakland Flight Standards Office reviewed 12 common causes of aviation maintenance mistakes involving human factors.

1. **Lack of communication:** Never assume anything and use checklists.
2. **Complacency:** On work that is often repeated, expect to find errors and learn from others mistakes.
3. **Lack of knowledge:** Use current manuals and ask when you don't know.
4. **Distractions:** Go back 3 steps when restarting a task.
5. **Lack of teamwork:** Make sure everyone understands the task.

6. **Fatigue:** Watch out for physical and mental exhaustion.
7. **Lack of resources:** Have the right equipment, documentation, time, and parts.
8. **Pressure:** Watch out for real or perceived forces demanding rush work.
9. **Lack of assertiveness:** Speak up when you have a concern.
10. **Stress:** Take a short break when needed.
11. **Lack of awareness:** Make sure there are no conflicts with an existing repair.
12. **Norms:** Follow good safety procedures.

Andrew closed his presentation by a review of the "Mechanics Creed" – with a closing thought that aviation maintenance is a grave responsibility that requires good judgement for both aircraft and equipment.

Dale Terry, Newsletter Editor

Palm Springs Fly-Out

Palm Springs Air Museum

May 24 -25

Livermore Fly-In

Alameda County Sheriff's Air Squadron

May 31 - June 2

Two flying activities are on deck this month. First, is a fly-out to Palm Springs to visit Palm Springs Air Museum and an up-close view of the SR-72 Darkstar aircraft used in Top Gun Maverick movie.

Contact Hunter Jefferson if you are interested in attending the fly-out.

Our second event is a fly-in to attend the Alameda County Sheriff's Air Squadron's activities at Livermore Airport. The itinerary calls for a nice BBQ dinner, use of the shooting range at Camp Perry, and flight exercises followed by a closing diner at Cattleman's Restaurant.

For more info on the Alameda fly-in, go to the Western States web site: www.wsasas.org.

Commander's Column:



Group spirit

I am consistently inspired by the dedication and enthusiasm each of you brings to our community.

Participation in squadron events, both as pilots and passengers, is more than just logging hours or enjoying a scenic route; it's about embracing the full spectrum of experiences and opportunities that come with being a part of a group.

Participation in our fly-outs offers unparalleled opportunities to not only hone your skills as a pilot, but also to enjoy unique, enriching experiences that are meticulously planned for your enjoyment and growth.

Our upcoming visit to the Palm Springs Air Museum on May 24-25 promises to be an extraordinary event. Not only will we enjoy a private tour of the museum and their extensive military aircraft collection, but we will also have exclusive access to the legendary Darkstar featured in the Top Gun Maverick movie.



Our event closes with a group dinner providing a perfect setting for camaraderie and shared memories.

Participating in events such as the Hayward Air Rally (May 17th) competition is an excellent way for pilots to showcase their flying skills in a friendly yet competitive environment. It's also a fantastic avenue to meet and connect with fellow aviation enthusiasts from around the area. – expanding your network and learning from the experiences of others.



To cap off our May month of flying, we will be participating in Alameda County Sheriff's Air Squadron fly-in May 31 – June 2. Most of the events will be held at Livermore Airport with a shooting competition slated for Camp Perry.



We have partnered with the Alameda squadron in past years with very cordial relationships.

Both Alameda and our Squadron are members of the Western States Association of Sheriff's Air Squadrons which is a great clearing house for member squadrons to share ideas and successes.

Almost every Western States gathering includes pistol shooting and flying competitions and the Alameda fly-in is no exception.

Flying exercises include spot landing, message drop and safety seminars. The event closes with an entertaining awards banquet

Prizes are awarded for individual and team scores.



Looking ahead, Sheriff Cooper encourages our group to support the Sheriff's Office Folsom Pro Rodeo being held July 6th at Dan Russell Rodeo Arena in Folsom, CA. The entire Pro Rodeo runs from July 3-5, with the final day – July 6 – sponsored by SSO.

The point of the rodeo is to raise money for law enforcement specifically for the SSO's equipment and training needs. The event features professional rodeo performers unaffiliated with law enforcement and some amateur performers from the Sheriff' office.

Sheriff Cooper has promised "I'm going to ride a horse."

Let's think about getting a group together from our Squadron to attend.

Shawn Britton, Commander



Gone west: Gene Winther

By Ron Richey

Eugene "Gene" Winther 1941-2024

Past Commander Gene Winther (1998) has flown West. Gene passed away a few weeks ago from medical complications attributed to a cardiac event and is survived by wife Linda of 56 years and granddaughter Morgan. Gene and Linda lost their only son Cris about two years go.

Gene was born in South Bend, Indiana and spent his formative years moving about the country being a product of a military family. Because of his mechanical aptitude and skills, Gene spent his time in the Navy as an aircraft maintainer specializing flight control systems and hydraulics.

Finding his way to Sacramento in the mid 60's and working as salesman for several companies, Gene met his future wife Linda, which was the start of a lifetime of adventures in the trade show business, being immersed in the 'car world'....as in racing dragsters, Indy cars and Super Modified Hardtops at West Sacramento's dirt track; to judging custom cars and hot rods at the annual Sacramento Autorama, which was founded and owned by Linda's dad....the legendary custom car show promoter known in the industry as 'Baggy'.

While trying to earn extra money to support their racing activities, Gene started a side business of doing display lighting for the shopping malls and strip centers around town by installing their holiday lighting.

This side business peaked Gene's interest in marketing displays and was the impetus to he and Linda starting a niche business known as Expon 360. Over a fifty-year run, Expon 360 built and shipped trade show booths, hospitality suites, and temporary sales office space for clients that included the US Military, Lockheed-Martin, Chevron Corporation, Firestone, Toyo, Yokohma and many others for both national and international trade show events.

Gene's passion for aviation was evident from the aircraft he owned and because of his custom car background, his planes always sported new interiors along with an eye-catching custom paint scheme. Over the years Gene owned a couple of Beech Bonanzas, a Baron and his last project was a super clean Travel Air that still fly's out of KSAC.



Over the years Gene was involved in many professional organizations pertaining to his business, either as a member of the board or as acting president. He also belonged the Sacramento Optimist Club, Romulus Club, the Quiet Birdmen and 39 years with the Sheriff's Air Squadron.

One of Gene's legacies'....is the newsletter you are reading. Back in 1995, several Air Squad members were discussing how we really did not know a lot about the personal life of our members, with several of them being World War II vets with interesting stories as fighter pilots, bomber crew members, submarine crewmembers, regular soldiers etc.

"Why not do a monthly newsletter featuring an Air Squad member so we can get to know our members better?"

Gene was the first publisher of a one sheet piece of paper folded so it had four sides (pages). The front side had the Air Squadron logo, meeting dates and time. Page two had Air Squad announcements, page three featured the interview of the Squad member, and the last page featured the Around the Squadron ditties.

Gene and Linda would assemble the information submitted by Chuck Asbury, who did most of the one-on-one interviews, the Around the Squadron

tib-bits from Ron Richey and they would then hand type the pages and Gene would have his brother print up the 50 some copies. We would then stuff the newsletter into envelopes and mail them out to our members. This process continued to

evolve with each new commander until computers and the internet became the norm.

Blue skies and fair winds Gene.

Safety Brief: Bird Strikes



By Hunter Jefferson, CFII

Have you ever hit a bird in flight? I have.

In fact, I hit one the other night while working at Reach. It was a 2am flight from San Andreas to Fresno Children's Hospital in Madera. I was flying over Don Pedro Reservoir at about 2500' when THUD! The impact was felt by others in the helicopter and in the flight controls.

A bird about the size of a pigeon hit my left door hinge and was wedged there for the rest of the flight. I knew it didn't hit anything vital on the aircraft such as the rotor blades or the engine intake, so we continued the flight and checked for damage once we landed at Valley Children's. Once back at base, I had to file a company report and file a report with the FAA's Bird Strike Committee. So, what does that consist of? Let's find out.

The FAA maintains a comprehensive program to address wildlife hazards and through policy and guidance, research, and outreach, they strive to create new ways of avoiding wildlife.

The FAA works with the Smithsonian Institution, Feather Identification Lab to assess and manage wildlife mitigation at airports. They study the size, behavior, and ecology of the animal in questions to help focus on preventative measures. This lab processes over 10,000 wildlife

strike cases annually. The FAA has gone even further to discuss how to collect and send bird samples from strikes in Advisory Circular 150/5200-32.

Once you have a bird strike, the FAA bird strike form is simple to use. The form asks for various information such as time of day and location of the strike. They ask about the aircraft you were flying, the environmental conditions, the damage it may have done to the aircraft, and any information regarding the bird. (As if you were able to see it prior to impact)!

Here is a link to Report a Strike: <https://wildlife.faa.gov/home>. If you would like to read more about the FAA's Wildlife Strikes to Civil Aircraft in the United States between 1990-2022 here is another link:

<https://www.faa.gov/sites/faa.gov/files/Wildlife-Strike-Report-1990-2022.pdf>.

1. Try to fly at higher altitudes. Most bird strikes happen during takeoff and landing.
2. Most birds are more active during the daylight hours, but around a third of strikes happen at night. When flying during the day, fly with all your lights on and use a pulse light if you have one.
3. The time of the year has a huge impact on strikes. The months between July and October are a time of fall migration, so be extra aware while flying during these months.
4. Avoid low level flights in areas such as the delta and agriculture lands where a lot of birds focus their time.

Ultimately, try to avoid strikes to prevent damage and loss of wildlife. If you happen to have a strike, help the FAA, and report the strike as necessary.



We are all aware of the US Airways Flight 1549 Airbus 320 with Captain Sully Sullenberger that made an emergency landing in the Hudson River in 2009. This even demonstrated the severity of aircraft collisions with bird strikes and other wildlife. Since then, the FAA has invested millions of dollars into research and prevention of wildlife strikes.

So, what can we do to mitigate bird strikes?