



SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

Sacramento County Sheriff's Air Squadron Newsletter

THIS MONTH'S MEETING

Squadron tees up:

Sheriff's Valley Hi Golf Tournament

Our support for the Sheriff's Golf Tournament held at Vally Hi Golf Course was a great success.

Sergeant Zach Hatch put together a great day with good food, silent auction, ball drops from SSO helicopter and swag bags. All these touches added to the event atmosphere.

Julie Circle and I manned our display tent with a table full of Squadron and Flights to Freedom information. We were both out of our chairs and greeting each foursome that headed our way on the second hole.

Our Squadron sponsored golfers included: **Deputies Kenneth Crayne, Brandon Imbriale, representing SAS was Ryan O'Neil and representing F2F was Mark Loper.** Collectively, they shot one over.

We spoke with several people about joining our Squadron. And talked with companies who were interested in attending our 80th anniversary banquet.



Our goal was to promote the Squadron, generate recognition with SSO officers and reach out to Greater Sacramento business leaders. I am glad to report that we accomplished these goals.

Kevin Phillips, Treasurer

80th Anniversary Banquet

Aerospace Museum of California

December 5th, 5:00 - 8:30 pm

Special Guest Speaker,

Mr. Fujino, Founder and Past CEO of HondaJet



Michimasa Fujino highlights our banquet with an impressive resume of work as an aeronautical engineer, entrepreneur and founder of Honda Aircraft Company.

At Honda, he played a crucial role in the growth of the company and was responsible for the design, development, certification, marketing sales and production of the HondaJet.

Contact Kevin Phillips (916)606-3276 to purchase a table or individual seat.

Commander's Column:



Happy 80th anniversary!

I'm excited!

Our December 5th 80th Anniversary Banquet is coming up soon. I hope everyone has reserved a seat (and even better, a table). This is a celebration you will not want to miss.

Besides our Squadron members, we anticipate seeing previous members who have retired and moved out of the area. Also, several businesses and associations have reserved a table to help us celebrate.

Our Sheriff, Jim Cooper, will be there and updating us on SSO plans for 2025. Air Operations staff and SSO executive leadership will also attend.

Wow, 80 years! When we look back over our Squadron history there have been so many exiting events, tremendous

speakers and lots of unique aviation personalities at our meetings.

When the Squadron began in 1941, the founding members could never have anticipated the growth and involvement of so many aviation people in our community.

Looking at the wooden propeller over our Hut speaker's podium, I am reminded of the effort those initial members put forward to begin our organization. And thanks go to the Sheriff who authorized the Squadron's beginning – Sheriff Don Cox. Cox served as Sheriff from 1932 until 1961.

See you at the banquet – and wear your western gear!

Shawn Britton, Commander

*Wings,
Badges
and
BBQ*

Saddle Up
and walk in our boots!

Join us to celebrate
Sacramento Sheriff's Air Squadron's
80th Anniversary

Guest Speaker
Mr. Fujino, Founder of Honda Jet

Thursday, December 5th, 2024
5:00 - 8:30 pm

[Cocktails 5:00 - 6:00
Dinner 6:00 - 7:00
Program 7:00 - 8:30]

\$2,000 per 10-Person Table

Aerospace Museum of California
3200 Freedom Park Drive
McClellan Park, CA 95652
(Western wear welcome)

Benefiting
FLIGHTS TO FREEDOM
Please email info@myF2F.org
for information and sponsorships.

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Freedom**

www.myFLIGHTStoFREEDOM.org

Jim Teel: The Quiet Birdman

By Ron Richey



Long time Air Squadron member (1983) Jim Teel flew west on October 11th quietly at his home.

Many knew Jim and his wife Joyce Raley Teel through their philanthropic activities throughout the Sacramento and northern California areas; along with running their supermarket empire in California, Nevada, Arizona and New Mexico.

While Joyce was the more public person, Jim preferred to remain out of the limelight as much as possible and operate behind the scenes. What Jim enjoyed most was hanging out at the airport with other airplane enthusiasts and spending time fishing in Mexico.

While some of us fly small bug-smashers and others fly high dollar turbine equipment, the common thread in aviation is the ability to fly airplanes. In this context, Jim was just one of the guys who happened to be a pilot, with the emphasis not being the chairman of the board of a large corporation.

Jim.... who was known as JayTee to his airport buddies, loved anything with wings and was a very accomplished pilot having owned a Twin Comanche, 702P Aerostar, RV-4, Republic Seabee, Grumman G-44 Widgeon with round motors, Husky on Wipline Amphib floats, EAA biplane

(Donated to the Chico Air Museum) a rare GeeBee Sportster race plane, (Jim donated the airplane to the McMinnville Aviation Museum where it is parked under the wing of Howard Hughes' Spruce Goose) built an Oshkosh award winning Stinson Model O monoplane (picture below) from scratch and spent many hours flying the company's Citation jet.



Having been a partner with Jim on the Seabee, which we called the SeaBeast and the Husky, our deals were always done on a handshake with no paperwork involved. Jim suggested that maybe Joyce did not need to know about the seaplanes, nor the Harley Sportster motorcycle and other "dangerous" toys he had in his hangar.

For a quiet low-key man, Jim had a very adventurous side and seemed always game to push the envelope a bit; be it airplanes, cars, motorcycles or out on the open ocean fishing for marlin.



One afternoon Chuck Asbury, Doyle Carol and I were washing the Seabee when Jim and Joyce drove up, their hangar being next to where the SeaBeast lived. While Jim was opening his hangar, Joyce walked over to say hello to us and stopped dead in her tracks looking at the Seabee as if it might attack her.

About that time Jim came hustling over when Joyce said, "oh my gosh, what an unattractive airplane, I'm sure glad you do not own such an ugly and dangerous looking airplane Jim." Chuck and I stood there watching the small beads of perspiration forming on Jim's forehead and his pleading eyes saying.... please do not say a word! It was fun watching him squirm, but we let him off the hook and did not mention he owned part of the ugly airplane.

Jim Teel will be remembered for his generosity with his time and resources; he was always interested in taking a ride in your airplane or if you needed a ride somewhere, he would readily offer to take you in his. He will also be remembered for his legendary approach to landing in his bright red RV-4 at Executive. He would make a knife edge turn from downwind to base and then enter a very aggressive sideslip to final, rolling out to a textbook perfect wheel landing. One never tired watching JayTee's RV-4 landings.

Blues Skies and Fair Winds JayTee, you will be missed.



Sheriff's Golf Tournament photos



Safety Brief:

Autopilot Disconnect



By Hunter Jefferson, CFII

I recently went flying with Ed Rincon in his Bell 206 Jet-Ranger, which is equipped with an autopilot.

That's rare, since not too many helicopters have an autopilot!

I am aware of a few helicopter autopilot systems such as the HeliSAS that is installed in my EC130T2 that I fly for Reach. However, I started to think about what I would do if a situation arose that I needed to suddenly disconnect the autopilot.

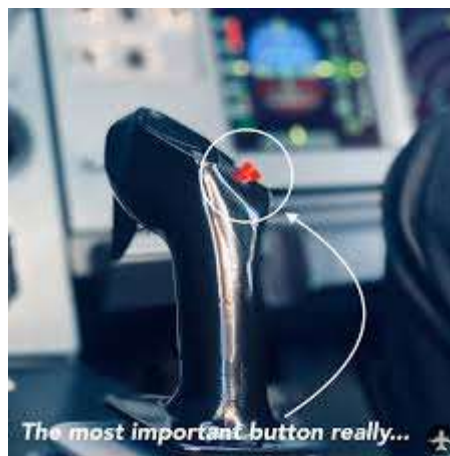


Autopilot systems, whether fixed wing or rotor wing are designed in a way to never put the aircraft in a dangerous situation or an unusual attitude. For pilot training such as unusual attitude recovery, the autopilot usually needs to be disconnected via the circuit breaker so that those maneuvers can be practiced.

Modern autopilot systems, such as the Garmin 500 used on many of our Squadron aircraft, not only have unusual attitude override, but also return-to-level flight mode.

On my Reach helicopter, there is a forced trim button on the cyclic to activate the autopilot and a disconnect button next to the forced trim to cancel.

Ed showed me the button on his aircraft to disconnect which was placed on the cyclic for easy disconnect.



In both my Reach bird and Ed's, the buttons are easily in reach of my right hand on the cyclic and the circuit breaker is on the lower right panel below my comms board for the case of a hard shutdown of the system.

After a little research, I found there have been several accidents where the pilot was unable to identify and pull the circuit breaker during an abnormal or emergency. These accidents were more common in general aviation but are even found in private jets.

On June 4, 2007, the pilot of a Cessna Citation 550 reported a control problem with a runaway trim condition and initiated an emergency return. Just 9 seconds before the crash, the pilot stated he was trying to pull the circuit breaker.

On December 2, 2013, the pilot of a Piper PA 46-310P became disoriented after the autopilot malfunctioned. The NTSB concluded that the pilot became focused on diagnosing the problem instead of simply disconnecting the system and manually flying the plane.

On November 20, 2015, the pilot of a Beech A36TC reported he could not get the autopilot to disengage at about 1700'. The pilot requested assistance, and another pilot came over the radio and said to "pull the autopilot circuit breaker."

The Beech pilot was confused and said he was "relatively new" to the airplane. Shortly thereafter the plane impacted the ground.

All three of these accidents should not have happened if the pilot was aware of the location of the autopilot circuit breaker.

So next time you go fly with a buddy or are looking to rent a different plane become familiar with the systems as well as the location of the autopilot circuit breaker!

And here's two final tips. Disengage the autopilot in moderate or severe turbulence to prevent excessive speed and pitch variations.

Finally, if the autopilot maneuvers the airplane in some way that you didn't expect, or don't fully understand, disengage the autopilot and hand fly.