



AERO SQUADRON

A Publication for the Members and Friends of the Yolo County Sheriff's Aero Squadron

August 2001

Issues #4

Commander's Corner

by Larry Lawson



Greetings. I am pleased to announce that our flying regiment is on track and all indications are that we will reach

the 600 to 700 mark this year. I wish to thank all those dedicated members who are devoting hours of their time to keep 1 Victor 1 in the air and in service to the Sheriff's Department and other law enforcement agencies.

We have once again started training sessions at the monthly General Members' meeting. At the June meeting, we had a very detailed presentation on drug enforcement, identification and eradication which was presented by several member's of YONET. **Sergeant Dale Johnson** made this presentation possible. The presentation was given by the Commander of YONET, **Martin J. Horan, IV**. This consisted of a slide presentation, hand-outs and a question and answer period. The presentation was very educational and extremely informative and we thank the members of YONET for volunteering their time.

In July, we were honored with the presence of the Highway Patrol and specifically, pilots **Jeff Watkins**

and **Bill Brooks**. This presentation dealt with the interactions of flight operations involving the Aero Squadron and the Highway Patrol Air Units.

For those of you who may not have taken note, the helicopter out of Valley Division is referred to as H-20 and the fixed wing aircraft out of Valley Division are A-21 and A-23. You would contact them as "Air 21" or "Air 23". For the fixed wing aircraft, the primary frequency is 123.02, and for the

helicopter unit, you should try 132.125.

Another frequency that is monitored by the Highway Patrol is the commuter traffic frequency used by the media, which is 122.75. This is where you would find Commander Bill and other news agencies who are involved with traffic watch. Other important information to remember when flying a mission when the Highway Patrol is involved, is the

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IMPORTANT DATES AND MEETINGS

The General Members' Meeting for August will be held on **Wednesday, August 22, 2001 at 7:30 p.m.** at the Monroe Training Center.

September's Executive Board Meeting will be held on **Tuesday, September 4, 2001 at 7:00 p.m.** Location TBA.

The General Members' Meeting for September will be held on **Wednesday, September 26, 2001 at 7:30 p.m.** in the Monroe Training Center.

October dates are as follows:

October's Executive Board Meeting will be held on **Tuesday, October 2, 2001, at 7:00 p.m.** Location TBA.

October's General Members' Meeting will be held on **Wednesday, October 24, 2001, at 7:30 p.m.** at the Monroe Training Center.

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by Larry Lawson

fact that we fly a clock-wise orbit and they fly a counter clock-wise orbit, which gives us our first tip that we may want to be at different altitudes. The key here is communication, communication, communication. If you are the first on the scene and it is a traffic situation, monitor 123.02 and coordinate with the Highway Patrol as to altitude blocks to be observed and other important information. If it is a traffic matter, it is primarily the jurisdiction of the CHP and you should hand over the mission to them and ask what you can do to be of assistance.

At the August meeting, **Jim Divine** will give a presentation on how to use the Garmin GPS 195 unit. For the September meeting, I will be giving a report on how to properly complete mission reports.

We would like to thank **Carl Norton** for his acceptance of his new role as Events' Coordinator. Please join me in congratulating him for his new position.

Article X, Section II, of our By-laws states:
"It is required that every member attend General Member meetings, and if three (3) meetings in succession have been missed without valid reason, the member shall be called before the Executive Board for consideration of dismissal"

The Executive Board has discussed this issue at two different meetings and the issue has been discussed at General Membership meetings, and as a result, the Executive Board has unanimously voted to strictly enforce this provision. Since the start of my tenure as Commander, we have had extremely good attendance at the General meetings; however, for about the last five months, attendance has been noticeably down. The General Members' meeting is very important in that it not only gives an up to date status of our organization, but also provides important training sessions.

Henceforth, you need to make arrangements to attend the meetings, and if you can't, you must communicate in advance to an Executive Board member the reason for your absence. Clearly, members who are TDY for the military or their employment would be excused. Valid excuses would include illness, family emergency, employment emergency, out of town vacations, etc. A member who has joined a bowling league and bowls every Wednesday night or has his poker party every Wednesday night, would not have a valid excuse for absence.

The new Garmin GPS 295-Street Map version has arrived and is in the process of being programmed. It should be installed within the next two to three weeks. If you want to learn how to operate the new Garmin 295 before the September meeting, please visit our

Web-site. In fact, the complete manual for the Garmin 195; the Garmin 295; and the Intercom are all on the Aero Squadron Web-site. There will be formal training on the Garmin 295 at either the September or October meetings. Since we will be installing numerous way-points, I can't emphasize enough, that if you do not know how to work this unit, do not even turn it on. Those of you might recall the problem that we had with the old Loran when those who did not know how to operate it started pushing a lot of buttons and erased all of the way-points.

The new Aero Squadron patches have been approved by **Sheriff Prieto** and a sample patch is in the process of being prepared for our review and approval. Once that has occurred, we will be ordering the patch and each member will receive up to two free patches. Any additional patches can be purchased at the members' cost. This patch will replace the existing patch located on the right sleeve of our uniforms and jackets. **The patch is not to be placed on any item of clothing except approved Aero Squadron uniforms.**

Our insurance has been renewed and the good news is that there was an annual increase of only \$100. The bad news is that the insurance carrier is firm on its requirement of 750 hours for the open pilot warranty. Any pilot not

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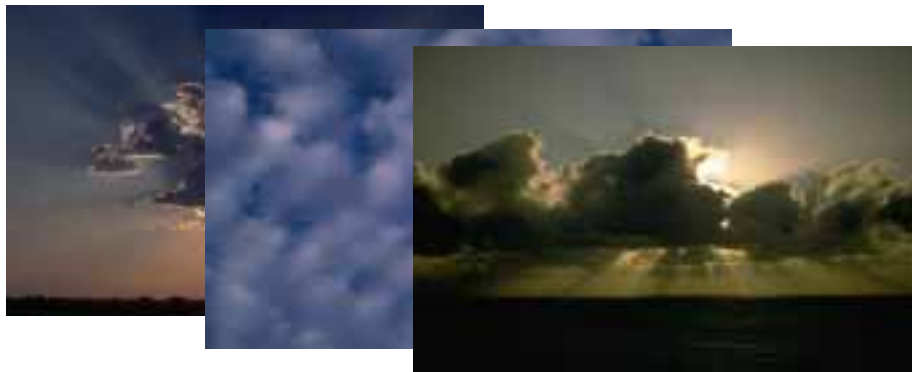
Commander's Corner

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by Larry Lawson

meeting the 750 hour requirement will have to complete a flight record application, which will be submitted to the insurance carrier for exempt status. So far we have been able to get exempt status on six pilots who were under the 750 hour limitation. Please join me in congratulating **Carl Norton, Joaquin Torres, Murray Boulware, Randy Price, Erin McCrory and Don Johnston** in obtaining exempt status.

At the August meeting, we will have a swearing-in ceremony to officially welcome aboard **(John) Eric Burrell, Jan Martin and Murray Boulware**. This ceremony is important to the participants and I hope you will make an extra effort to be present in order to welcome and congratulate them.



Operation Officer's Report *By Jim Divine*

The aircraft has just completed the annual inspection and is now mission ready and available for flight.

We have flown in excess of 256 hours to date, with 53.6 hours flown in July. The new engine has been ordered and since we are approximately 100 hours from TBO, we anticipate the new engine being installed during the month of October.

For those of you who happen to log on to Schedule Masters, you will recall that the transponder had to be repaired because the selection knob was broken. Investigation then showed that there has not been uniformity in dealing with the aircraft avionics. First of all, nobody should ever turn off the individual NAV-COM units or the transponder. That is why we have a master avionics' switch. Once that switch is placed in the "ON" position, all avionics' units should be on-line. The audio panel is set to "Automatic" and only the switch to flip from COM 1 to COM 2 should be utilized, as well as the button to monitor COM 2 when COM 1 is in use, and vice versa. DO NOT PLAY WITH OR PUSH

THE OTHER BUTTONS AND DO NOT SWITCH TO AIRCRAFT SPEAKERS. All pilots and observers wear headsets and there is no reason to activate the aircraft speakers.

As an additional check list before starting the engine:

- A) The avionics master switch should be in the "OFF" position.
- B) The intercom switch should be in the "Stand-by" position.
- C) Both GPS units should be off.
- D) The Sheriff's radio should be off.

After starting the engine, turn on the master avionics switch, turn the intercom switch to "ON", turn on both GPS units and turn on the Sheriff's radio.

When you shut down the airplane, all units should be in the "OFF/STANDBY" position.

In conclusion, if you don't know how to operate something, please ask: don't guess and don't experiment.

Treasurer's Report

by Wendy Lawson



Thanks to all of you who mailed in your semi-annual dues payments. We have all but a few members who have mailed in payments.

I would like to take this opportunity to review the costs associated with being an Aero Squadron member:

Each member, whether a pilot or an observer, is responsible annually for fly time of \$156 and dues of \$100, an annual total of \$256.

The annual fly-time is due January first, of every year. The annual dues of \$100 are also due on January first. The annual dues can

be broken into two payments if the member wishes, allowing for a payment of \$50 due and payable on January first (along with the TOTAL fly-time amount of \$156), and a final \$50 payment due and owing on July first.

When an applicant is first accepted into the Aero Squadron (meaning he/she has attended three meetings, background check has been processed and approved and the Executive Board has approved membership) than he/she is responsible for paying the annual fly time of \$156. The new member is also accountable for

the \$100 annual dues, depending upon the month he/she joins. If the applicant joins in January, February, March, April, May or June, he/she would pay \$100 annual dues (with the same semi-annual option as stated above). If the applicant joins in July, August, September, October, November or December, he/she would be responsible for the semi-annual dues of \$50.

If anybody has any questions regarding dues and flight time, please don't hesitate to contact me. This information can also be found in the Squadron's By-laws and SOP's.

Thoughts From Your Executive Officer

by Christian Ott



I would like to take this time to say farewell to **Jerry Cooper**, who has had to resign from our ranks due to time constraints. On behalf of the Aero Squadron, I would like to wish him the best in his future endeavors. I would also like to take this moment to

welcome **Jan Martin**. Please join me in welcoming her: for those of who haven't met Jan yet, please introduce yourselves to her and make her feel at home.

We continue to accept new membership applications, so if you know someone who might be interested in membership, feel free to bring him/her to one of our meetings or have

him/her contact me. An excellent way to introduce someone to the Aero Squadron is to give out our Web-site address. Not only is there information explaining who we are, but **Randy Price** has even included an on-line application. (although the new applicant would still need to mail **Wendy Lawson** the initiation and background fees.) Have them check us out at:

www.yolo-sheriff-aerosquadron.com

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Thoughts From Your Executive Officer

By Christian Ott

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Since **Wendy** reviewed the costs involved with belonging to the Aero Squadron, I would like to review those costs associated with *becoming* a member of the Aero Squadron.

Upon submitting an application for membership, each applicant must submit a check for **\$175**. This payment consists of \$50 for the background check and a \$125 initiation fee. Paperwork will not be processed without the \$175 payment.

Upon acceptance to the Aero Squadron, the applicant is responsible for an **annual flight payment of \$156** and **annual dues of \$100**, as our Treasurer explained in the previous article.

The only other cost involved with membership, is the cost of the new member's uniform. Since the cost involved will vary due to the choice of quantity and style, an average between **\$70 and \$150** can be expected. Although spread out over time, to join our Aero Squadron, a new member can expect to pay roughly \$500.

New Member Costs:
Background Check/
Initiation..... \$175
Annual Dues.....\$100

Info From Our ISO

by Randy Price

www.yolosherriffsaerosquadron.com/



Annual Flight Time.....\$156

Uniform.....\$70-\$150

Virtually Organize Your Paper Pileups

Need to get your desk organized? ScanSoft's PaperPort is a new document management package aimed at getting stray papers off of your desk and onto your computer.

With the click of a button, the software allows you to scan your documents and add them to the PaperPort desktop where you can store them with your other related electronic documents. The \$60 program works with most TWAIN compatible scanners.

You can organize "thumbnails" by dragging them into nested folders or you can use application links to launch documents from within PaperPort. A toolbar lets you scan directly to a supported application.

The program includes basic document and photo editing as well as providing components for filling in forms and generating Web pages.

Speaking of Web pages, a great way to constantly keep informed of the activities and communication of the Aero Squadron, is to have our Web-site set as your personal home page. To do this in **Internet Explorer**, open the browser and go to the **tools menu**, and choose **Internet Options**. Select the **General** tab, click inside of the window that displays your current home page address, and type:

<http://www.yolosherriffsaerosquadron.com/>

Now every time you open your browser or when you click "home", you will be at our Web-site and you won't even need to wait for the page to load.

In **Netscape Navigator**, open the browser and go to **Edit Menu** and

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Info From Our ISO

by Randy Price

www.yolosherriffsaerosquadron.com/

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Select the Navigator category. Click the radial button, Home Page. In the Location field, type:
<http://www.yolosherriffsaerosquadron.com/>

On a final note, Schedule Masters is not just a tool to schedule the plane: it also serves as an excellent database for membership information. Therefore, it is **imperative** that all members continue to update their own information as needed. If you need help learning how to do this, please feel free to see me at our next meeting or e-mail me accordingly.

2001 EXECUTIVE BOARD

Commander:
Larry Lawson

Executive Officer:
Christian Ott

Operations Officer:
Jim Divine

Secretary:
Vern Henry

Treasurer:
Wendy Lawson

ISO:
Randy Price