



AERO SQUADRON

June 2004

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Issue 3

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A Monthly Newsletter for the Members and friends of the Yolo County Sheriff's Aero Squadron

Commander's Corner

By Larry L. Lawson



Greetings.

We now have a confirmed date for the PINE MOUNTAIN LAKE FLY-IN scheduled for Saturday, **July 24, 2004**. If you have not already signed-up, please contact **Jim Fischer** at (jfischerjr@yahoo.com) or (916) 804-2897. It will be a great time had by all and we are looking forward to seeing everyone in a social setting opposed to during our standard flight missions or at other Aero Squadron events.

Please remember that trading cards are still being offered and you should consider buying them. The trading cards provide an excellent opportunity to demonstrate individual professionalism and enhance our organization's public image. In addition, the cards are great for networking with others at public events, training sessions

or other situations where you might come into contact with other law enforcement personnel. Remember that you can secure sponsors to pay for the cards or to help defray the cost of the order. For the most part, acceptable sponsors are fairly self evident; but, I would request that you would advise me of any potential sponsor so we can assure that a problem does not exist.

As you know, we have implemented a flight-training program, which is a training program created by member, **Lanny Ropke**. The program calls for continuous training of our pilots including ground school and flight check-out. This program was implemented for a number of reasons, not the least of which was to facilitate our ability to secure insurance and with an eye to lower time mandates of open pilot warranties. As of May 26, 2004, by Executive Order 04-01, we will commence training programs for observers. The term "observer" not only includes our non-pilot members but also pilot members who occupy the right seat of the aircraft. I believe it important that we continue to upgrade

our skills to make ourselves as useful as possible to all ground units. This not only includes communications, but familiarization in general with Yolo County and the ability to operate proficiently the Garmin 295; motion binoculars; and photography techniques.

I appreciate that we are volunteers, but volunteers need to be a useful tool or they become a hindrance. I learned this lesson early in life and it was reinforced when I was a member of the National Ski Patrol. On more than one occasion, I would arrive at the scene of an injured skier with plenty of people who would volunteer their help in treating the injured victim. While the assistance was always appreciated, it was important that we evaluated the volunteers' professional level or skill level because if they did the wrong thing, they could do more damage and put the victim in a greater degree of risk than if they had done nothing. By way of an example, if you came on the scene of a compound femur fracture (that is with the bone protruding through the skin), to relieve the sheer pain and agony to which the

victim is going through, it is necessary to apply manual traction. The problem however, is that once you apply manual traction, you cannot release that until a traction splint is applied because to do so, could be a life-threatening event for the victim. When you apply traction, you pull the bone through the opening of the skin which will of course immediately relieve the pain and discomfort the victim has been experiencing. Unfortunately, should that foot or ankle slip out of your grip and the manual traction cease to exist, the end of that bone can go through the meat like a knife and actually sever the femoral artery causing the victim to bleed to death. I am sure you can readily appreciate that an inexperienced volunteer under that scenario would cause more damage than if he/she just skied by and ignored the accident.

Immediate training of major importance would be as follows:

1. General Meeting - June 2004 – Detailed presentation of the Garmin 295 GPS Street Map;
2. General Meeting – August 2004 - we will try for either Dispatch or representatives from CHP;
3. General Meeting – September 2004 – A presentation by a member of El Dorado County Sheriff's Air Operation Division;
4. General Meeting – October 2004 - Either Dispatch or CHP (whoever we did not have in August).

Following that, will be **Mike Spoerhase** with a demonstration of DF-Steer using the scanner.

I would like to thank those of you who have participated in recent events including University Airport Open House; Woodland-Watts Fly-in and the upcoming EAA in Marysville. These events provide an excellent public outreach opportunity that really does make a difference in how we are perceived by the community. Your efforts are appreciated and do NOT go unnoticed. On a number of occasions, I have personally received positive feedback about the Aero Squadron, its members and the benefit that we provide for the citizens of Yolo County and for the Yolo County Sheriff's Department.

Finally, I would like to take this opportunity to welcome all of our newest members consisting of: **Gary Gonzales, Calvin Andrus, Scott Bell, and Andrew Baur**. In addition, I would like to personally welcome **Clint "Joker" Laurie** as a member of the Executive Board and thank him for volunteering to take on the position of Secretary. He is a welcomed addition. I would also like to thank **Jim Fischer** for volunteering as Newsletter Editor. His talent and "*take charge*" attitude is a great benefit to the Squadron and we look forward to future publications.

**Team Work
key to success**



Safety and Training

"RISK MANAGEMENT"

By Carl Norton

Her parting words to me as I'm slipping out the door, heading to the airport were, "*You be careful flying!*" A quick grin, a nod of agreement, a last second kiss of endearment, and I'm in the Jeep backing-out of the driveway pointing its grill toward Interstate 5 ...

We know the risks involved in flying and happily meet them by taking steps to reduce their potential impact: a thorough weather briefing, a comprehensive preflight and operating the aircraft within its limitations, as well as our own. But do we recognize the risks involved in driving, or do we take it for granted because we've been doing it since we were 16? On that trip to the airport I became distracted while driving with the very thought of flying and almost paid the price for my lack of vigilance. I was mentally at the airport but physically on the highway half way there.

There is a simple strategy you can use to reduce your risk in driving. It is called Managing VISIBILITY, TIME, and SPACE. The three are interconnected and the essence of this strategy is if you can't see, you won't have time to react and will run out of space quickly. So, take your eyes off the car in front of you (you know, the one with the license plate frame that says, "*If you can read this you're too close.*"), and look down the highway 20 to 30 seconds to get a feel for the traffic flow and any potential problems (the BIG PICTURE). Use a 10 to 15 second visual lead to allow you time to react gradually to developing problems, and maintain a 4 to 5 second visual control zone to handle any problem that will immediately affect your safe path of travel. You should be evaluating the probability of a dangerous event occurring, how you are going to manage it, and the consequences of those choices you make.

Important Dates

June 18-20, 2004
EAA Fly-in (Marysville)

June 23 (monthly meeting)
Tips & Tricks on GPS 295

July 25
Pine Mountain Lake Fly-in
and monthly meeting

Aug 25 (monthly meeting)
Dispatch & scanner training

Sept 22 (monthly meeting)
El Dorado Aerosquad info

Use the "3 Second Rule" to give yourself time and space from the vehicle in front of you. On average, it takes 1 second to perceive a problem, 1 second to react to it; so, the third second gives us an extra edge. In heavy traffic or inclement weather where traction is not good, a 4 to 5 second following distance is even better.

Just don't fall into the distraction trap, whether it is the cell phone, dash board dining, reaching for something, personal grooming, or thinking about what a great time you're going to have while flying, you need to pay attention to what is happening around you while driving.

"WHEN WAS THE LAST TIME YOU REVIEWED..."

By David Fairchilds

Pilots are creatures of habit, fortunately, in most cases. We are quick with the acronyms like GUMPS, TOMATO FLAMES, ARROW, and the like. But when laziness creeps into the habit pattern, or training is supplanted by expediency, or corners are cut because *"I've done this a hundred times"*, pilots can get themselves into trouble quickly. We can't help it. Even though we are "professional" volunteers, we often find that our 'real' life gets in the way of what we need to do to prepare for our other life... that of pilot. When was the last time you sat down with the POH, Owners Manual, Sectional, A/F D, and reviewed your local situation? Things change. If they didn't, there would be no reason to publish new charts and books on a regular basis. Flying in the local area, and only the local area, can lull you to sleep, procedurally. One of the biggest advantage most of us have in flying careers is that we go to different places, see new situations and have to apply standard guidelines to new problem solutions. But even that kind of experience is useless if you don't know everything about your machine.

I used to tell my students that of the 168 hours in every week, you SHOULD spend one hour studying and reviewing your flight manual, POH, or technical data. This will make you superior to any pilot in your organization: one hour. When was the last time you had your spouse, friend, coworker, fellow pilot or observer open a book and as you questions? Complacency has killed my friends. It is so insidious, so devious, and so sneaky that it bites you on the bottom before you even know it exists. But you can fight it: one hour a week, week after week. On average, only 6%,(that's 6 in 100), newly licensed pilots get back into the books during the six months after they are certified. When was the last time you reviewed...?!

Treasurer's Report

By Wendy Lawson

As we observe Memorial Day weekend, we officially kick-off summer and thus, time again for the collection of semi-annual dues. For those of you who pay dues on a semi-annual basis, bills went out recently and are due July 1, 2004. If you did not receive a bill, then you paid annual dues and in that regard, are paid up through December 31, 2004. The following members **have paid annual dues**. If you have any questions regarding dues or the financial concerns of the Aero Squadron, don't hesitate to contact me directly at 916-782-4561.

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|------------------|----------------------|--------------------|
| 1. Keith Bakula | 9. Don Johnston | 17. John Reeve |
| 2. David Bell | 10. Clint Laurie | 18. Dan Schmidt |
| 3. Stan Brown | 11. Arie Lauwers | 19. Shawn Silva |
| 4. Edward Condon | 12. Larry Lawson | 20. Mike Spoerhase |
| 5. James Fischer | 13. Wendy Lawson | 21. Thomas Bell |
| 6. Steve Fritts | 14. Jerre McClelland | 22. Calvin Andrus |
| 7. Ed Harris | 15. Gregg Monaco | 23. Don Porter |
| 8. Vern Henry | 16. Carl Norton | 24. Scott Bell |

MISSION REPORT

"FLYINGWISE"

By Vern Henry

On January 21st Steve Fritts and I were flying a routine mission when we received a call from Dispatch requesting our assistance in locating a missing person. The day was beginning to wind down but we still had ample time before nightfall to help search. We obtained a basic description and last known location and we began flying over the Esparto area where the person was last seen. We were advised to look for an elderly gentleman in his seventies wearing a blue shirt, cap, and Levi's.

After a quick look to assess the area, we began flying a very detailed grid pattern over every street in Esparto. We did locate an elderly gentleman walking in the area; however, this was not our man.

Dispatch suggested we broaden our search to include the south area of Esparto. We began flying another grid pattern to the south and west, extending deep into the Capay Valley, but to no avail. We then decided to fly north. This part of the county is extremely rural and open and a person walking in this region could easily take a wrong turn and wind up in a ditch or take a road that leads to nowhere. The temperature outside continued to drop as we flew for some time

above the deserted areas north of Esparto.

Suddenly we spotted a male walking briskly along one of the roads. He even waved to us as we flew closer. He met the description! Could this be our man? We decided to observe him for a few minutes to see if he fit the description of the missing person.

As we observed him, we saw various vehicles drive by. We thought his response to the passing traffic was odd if he truly was lost as he did not waive them down to ask for help: he just kept walking along. Finally, he walked passed a farmhouse, the only possible place we thought he could be headed and the last stop on the long open road. He continued walking! We thought, *"Where could he possibly be headed?"* Could he be out for a stroll this late in the evening in the middle of nowhere? Was this the lost individual?

We decided to contact Dispatch and advise them of our findings. Our GPS position was relayed to the Sheriff's unit in the area and we continued flying as we waited for the patrol car to arrive. It was getting dark and cold.

Upon the Sheriff unit's arrival, the man in question was greeted and the

situation analyzed. Our hunch was confirmed as we received a call from Dispatch, *"Good Job, 1 Victor 1, we have him!"*

Steve Fritts and I were elated and felt great that this poor lost individual was located before nightfall and returned to his family. In that regard, our mission was a success and our tenacity and time spent was well worth the effort.

This mission provides an important lesson for all of us: BE TENACIOUS and DO NOT GIVE-UP your search. We have an important advantage being in the air. Even if you are not sure whether or not you have a possible find, make the call to Dispatch anyway. This is better than missing an opportunity to save a victim.

Upon initial arrival on a scene, quickly assess the area, then start flying a grid pattern over the immediate area where the missing person was last seen. It is truly amazing how far a person can walk in just a short amount of time. Next, slowly augment your searching area by including the surrounding areas. Often reports from citizens can be erroneous. And finally, follow your hunch and gut instinct.



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Aero Squadron**

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About the Aero squadron

The purpose of this squadron shall be to cooperate with and assist the legally constituted Sheriff's Department of Yolo County, in the State of California.

The Squadron is orientated to people interested in aviation who have a desire to volunteer their talents and efforts for the cause of law enforcement.

At the present time, we fly patrol missions in a Cessna 172 based at Woodland Watts Airport. Some of our members own aircraft which we utilize at certain times and functions. The membership consists of General Members who are patrol qualified pilots and

patrol qualified observers. Our pilots must have a private rating or better, single engine land and must have a minimum of 750 hours, with 25 hours in type

The Squadron is a non-profit organization that meets on the fourth Wednesday of the month at the Yolo County Sheriff's Department in the Monroe Training Building. Prospective members must attend three meetings and then be approved by the majority.

There are semi-annual dues of \$50.00 and an annual flight time fee of \$156.00 both fees are due at the time that a

General Member is accepted to the Aero Squadron.

Further information can be attained by either calling the Sheriff's Department or by contacting the

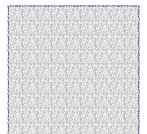
Executive Officer, Randy Price by email at

exec@yolosherriffsaerosquadron.com. The

Commander of the Squadron is **Larry L. Lawson** and he can be contacted by email at commander@yolosherriffsaerosquadron.com



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