



AERO SQUADRON

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

May 2001

Issues #3

Commander's Corner

by Larry Lawson



Greetings.

There have been many exciting things that have happened since the last newsletter, but

clearly the number one item on the list would be the very generous donation of \$25,000 from the **Rumsey Indian Rancheria**. A presentation of this donation was made by **Tribal Chairwoman, Paula Lorenzo** on April 25, 2001, in front of the Aero Squadron hangar. For those of you who did not see the newspaper article, please see the enclosed.

I personally, and on behalf of all members of the Aero Squadron, would like to extend our thanks and appreciation to the **Rumsey Indian Rancheria**. Not only is this the largest donation the Aero Squadron has ever received, it couldn't have come at a better time, as we are going to be incurring some rather significant expenses for the airplane.

I would also like to thank **Sheriff Ed Prieto** for all of his work and efforts in helping to secure this donation. I believe it makes a big statement that **Sheriff Prieto** recognizes and values the services of the Aero Squadron and I believe

it also sends a significant message of the community involvement of the **Rumsey Tribe**. This is not the first time that the **Rumsey Tribe** has made significant contributions for law enforcement and for the benefit of the community in general.

We are still waiting to hear from **Sheriff Prieto** as to what role we will be playing in terms of speed and traffic enforcement on Highway 16, through Capay Valley. More on that later.

I met with **John Gorman** of Sacramento Uniforms, on the new patches and he is in the process of working out the details with the manufacturer and getting us a price quote. Because of the detail of the patch, we may have to follow suit of other law enforcement agencies and have the Sheriff's patch on one arm and our special air operations patch on the other arm. Obviously this would need the approval of **Sheriff Prieto**.

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IMPORTANT DATES AND MEETINGS

The General Member's Meeting for May will be a fly-in dinner held on **Wednesday, May 23, 2001 at 7:30 p.m.** at Cattleman's Restaurant in Livermore.

June's Executive Board Meeting will be held on **Tuesday, June 5th at 7:30 p.m.** Location TBA.

The General Member's Meeting for July will be held on **Wednesday, July 25, 2001 at 7:30 p.m.** in the Monroe Training Center.

July's Executive Board Meeting will be held on **Tuesday, July 3, 2001, at 7:00 p.m.** Location TBA.

August dates are as follows: August's Executive Board will be held on **Tuesday, August 7, 2001, at 7:00 p.m.** Location TBA.

August's General Member's meeting will be held on **Wednesday, August 22, 2001, at 7:30 p.m.** at the Monroe Training Center.

Ninety-nine's sponsored Flying Companion Seminar - **June 9, 2001, at Executive Airport. May 19, 2001**, Ninety-nine's scholarship fundraiser dinner at Ace's Supper Club. *See Lucy Sakakihara for more details.* **September 7-9, 2001, Golden West EAA Regional Fly-in at Mclelland Air Force Base.**

Commander's Corner

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Under separate cover, you will be receiving copies of all existing Executive Orders.

I feel compelled to address the issue of participation. When I first became Commander, which at times seems like a millennium ago, the attendance at the General Meetings increased significantly. This held steady for several years, but we have noticed in the last three or four months that attendance at the General Meetings has decreased to prior levels. In that regard, I would like to invite your attention to the current By Laws, Article X, Section 2, which sets forth that every member must attend General Meetings and if three meetings in succession are missed without valid reason, that member can be brought before the Executive Board. At the present time, that could involve half of our roster being called before the Executive Board. The monthly meeting is not only designed to conduct the business of the Aero Squadron, but is also to be used for training and educational purposes. In that regard, if there is anything that you would like to see occur at the General Meeting, please let me or someone else on the Executive Board know of your desires.

We are starting to get into a situation where only a hand full of members are participating and that is simply unacceptable. A classic example is the Watts Woodland

Air Fair. Sign-ups for Saturday, May 5, 2001, while not necessarily a problem, were not necessarily plentiful. While we had coverage, most of the time our display was handled by one person. Sunday, however, we only had coverage for the 8-10 shift and the 4-6 shift, which means there was to be no coverage from 10-4, obviously the busiest time of the show. Not withstanding that, our 8-10 shift actually hung around until noon, but when there were no replacements, they were forced to hangar the plane, take down the display and return the patrol car to the Sheriff's office. So, in the final analysis, 9 of 46 members participated in this event.

As a result, we are going to have to insist that members become more active and attend more functions. If you are not going to attend the air shows, and you are not going to attend various other functions, and you are not going to come to the General Meetings, than why are you here?

While this is a volunteer group and we all have other things on our plate, the whole idea of joining any organization is to participate. This organization has a clear goal to strive for and certain commitments to adhere to. When these duties are passed out among many, they are very attainable, with only ten or so members trying to tackle them, they become monumental and unachievable. This is your organization, we can't run it

without you.

On April 4, 2001, many of our members attended the Sheriff's Award's Banquet. Two of our members were recognized by the Sheriff's Department for going above and beyond the call of duty. Please join me in congratulating **Randy Price** for receiving a certificate of commendation and **Jim Divine**, for being selected as Volunteer of the Year. The recognition from the Sheriff's Department was greatly appreciated and the awards greatly deserved.

To those who have been donating the time and energy to the Aero Squadron, I thank you for your participation, you have done a great job. Keep up the good work!

For business cards, what does everybody think about the idea of preparing a baseball card like what the Sheriff Deputies are using? This seems to be the new approach instead of the traditional business card. Any thoughts on this, please let me know.



Operation Officer's Report

By Jim Divine

The Aero Squadron's portable radio situation has been improved with the acquisition of two Motorola MT-1000 handheld units, provided to us by our **Liaison Officer, Dale Johnson**. This currently gives us a total of three units. The old MT-500 and one of the newer units will be maintained at the hangar. A new rapid charger has been purchased for the new units and is of a different configuration from the charger for the old MT-500. The chargers are not interchangeable. The units are 16-channel with channel 1 programmed for the Yolo County Sheriff's Office. The other channels are as marked. The units should be protected at the hangar to prevent possible theft.

The other radio acquisition was a mobile unit, thanks again to **Sergeant Dale Johnson**, that can be installed in the aircraft. Thus, we now have two mobile units which provide us back-up capability. Of concern with the radios in the aircraft is start-up and

shut-down procedures. The master radio switch, the intercom switch and the Sheriff's radio switch should be in the "OFF" position prior to aircraft engine start or engine shut down. Please follow these procedures to help save our radios!

I have had the opportunity to fly with some members of the Aero Squadron and there seems to be some confusion as to appropriate airspeeds for our Cessna 172 K. Knowledge of V_x , V_y and V_a , plus stall speeds should be second nature along with best glide speed in the event of engine failure.

Stall speeds at various bank angles and flap settings should be reviewed. The white arc on the airspeed indicator should be observed when flaps are in the down position and an attempt is made to speed to a site. We should also always be aware of carburetor icing. Take some time to look at the POH. The POH is located in the map compartment. Having an FAA pilot's license means nothing: being proficient at piloting is what counts.

I have also seen some horrible landings and some exceptional landings. Late flares with accompanied hard bounce is inappropriate. Trying to recover by pushing forward on the control yoke is a good way to collapse a nose gear. Never attempt to "save" a landing. Go around.

Landing on the centerline is appropriate. Landing off the centerline is not. Gently lowering the nose wheel to the runway is appropriate, banging the nose wheel is not. A smooth straight rollout is appropriate, imposing side load on the mains is not.

Rudder control on take-off or landing does not mean brake control. I have seen full power applied for take-off with the airplane struggling to accelerate against the application of brakes and you can feel and see the decrease in speed. Something feels wrong. The pilot seat can only be adjusted forward, so far. If your legs cannot reach the rudder pedals, you and the

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Operation Officer's Report

By Jim Divine

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aircraft are at a distinct disadvantage.

Finally, in the Aero Squadron's airplane, the Pilot in Command should be flying the aircraft from the left seat. An exception is any FAA certified instructor who may fly from the right seat. Above all, absolutely no landings from the right seat should be attempted by a pilot who is inexperienced in flying the aircraft from the right seat.



Treasurer's Report

by Wendy Lawson

As Spring is upon us and summer is around the corner, we approach our semi-annual dues deadline. Please take the time to note our July 1, 2001, deadline for our semi-annual dues. For those of you who would like to be "ahead of the game" and wish to make payment now, I am more than willing to collect your dues ahead of time. Please

make your \$50 check out to Yolo County Sheriff's Aero Squadron and mail it to:

Wendy Lawson, Treasure,
2220 Douglas Blvd., #200,
Roseville, CA 95661.

Semi-annual dues bills will be mailed out to those who didn't pay annual dues some time next month.

Thoughts From Your Executive Officer

by Christian Ott

I would like to take this time to say farewell to **James Morris**, 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 back **Murray Boulware**. **Murray** was a long time member of the Aero Squadron and took a year or so off, pending a move to Oregon. Oregon's loss is our gain, and **Murray** is now back with us and soon ready to fly missions.



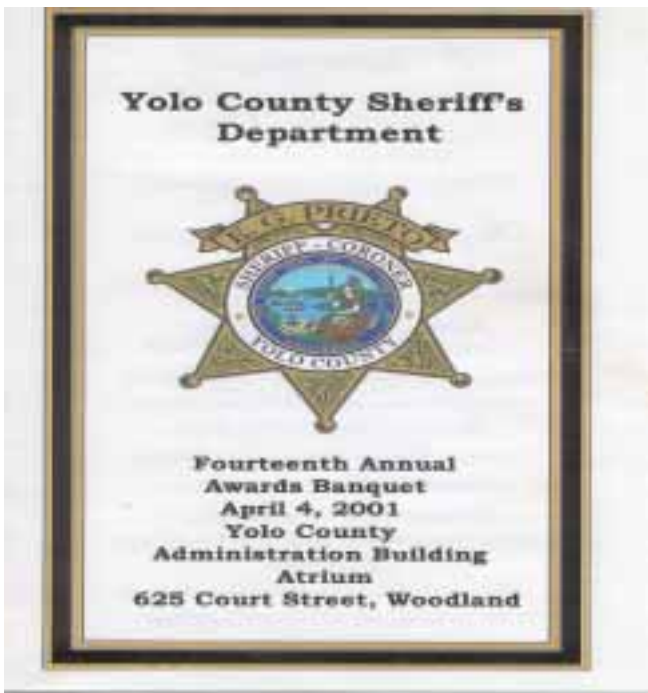
Please join me in welcoming him back: for those members who don't know **Murray**, please introduce yourselves to him and make him feel "back" at home.

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 to 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.yolosherriffaerosquadron.com





Randy Price & Jim Divine Recognized at Sheriff's Awards Banquet

by Wendy Lawson

As a volunteer member of any organization, one can expect to work hard, contribute time and money and to receive an occasional "at a boy." We volunteer and contribute to those organizations that we deem worthy for the love of the cause. Two such members caught the attention of our own Sheriff's Department and were recognized at the Sheriff's 14th annual awards banquet.

On April 4, 2001, many of us attended the Sheriff's Award Banquet and proudly watched **Randy Price** receive and accept a Certificate of Commendation and **Jim Divine** receive and accept the award for Volunteer of the Year. These awards are the first awards ever presented by the Sheriff's Department to Aero Squadron members.

Randy Price joined the Aero Squadron in April 2000, and quickly made his mark. Before he had been officially accepted to the

Squadron, he casually mentioned to the Executive Board that he had designed a website for the organization and would they be interested in looking at it. His commitment, dedication and hard work has been tireless and all done with a smile on his face. It was for these reasons and more that **Randy** was recognized and honored with a Certificate of Commendation by the Sheriff's Department. Congratulations, **Randy**, the Aero Squadron could not have achieved its goals for the year 2000, without your contributions.

Jim Divine has been with the organization for some time and in 1999, when our Operations Officer went through some serious surgery, **Jim** graciously volunteered his services to assist with the day to day operations of 1 Victor 1. From there, **Jim** was duly elected as Operations Officer and has dedicated an enormous amount of time and energy to the Squadron. **Jim** not only performs the duties of

Operations Officer, but during the year 2000, he designed new reports to keep the membership apprised of maintenance status while managing to fly 200 hours himself. **Jim**, thank you for all of the hard work that you do. Congratulations on being Volunteer of the Year! The Aero Squadron could not have met its goals for 2000, without you.

Aero Squadron Receives \$25,000 From The Rumsey Indian Rancheria

by Wendy Lawson

THE DAVIS ENTERPRISE – APRIL 26, 2001



Courtesy photo

SHOW OF SUPPORT: The Rumsey Indian Rancheria on Wednesday donated \$25,000 to the Sheriff's Department volunteer Aero Squadron. Pictured from left are Mark Longshore, chief of

security for Cache Creek Indian Bingo & Casino; Sheriff Ed Prieto; Rumsey Tribal Chairwoman Paula Lorenzo; and Larry Lawson, commissioner of the Aero Squadron.

On April 25, 2001, **Tribal Chairwoman, Paula Lorenzo** presented **Commander Larry Lawson** with a check for \$25,000 from **The Rumsey Indian Rancheria**. *"This is another step in the tribe's effort to help increase communication and develop working partnerships with our local law enforcement that benefit all of us"*, **Lorenzo** stated.

The \$25,000 donation is the largest donation the Aero Squadron has ever received. The money is needed to assist in the purchase of a new engine, as we are approaching TBO, rapidly.

The presentation of the check was held at the Aero Squadron hangar with **Sheriff Ed Prieto, Mark Longshore, Chief of security for Cache Creek Indian Bingo & Casino, Paula Lorenzo and Larry Lawson**, as pictured above. Aero Squadron members present included **Jim Divine, Vern Henry and Randy Price**.

The Aero Squadron is extremely grateful to **The Rumsey Indian Rancheria** for their generous donation and to **Sheriff Ed Prieto** for his help in making the donation possible.

Photo Ops at the 2001 Almond Festival

by Wendy Lawson

On February 25, 2001, Aero Squadron members participated in the annual Almond Festival. Although there were threats of storms, the weather was good and the Squadron flew missions with two separate airplanes. As the missions were flown, **Jerry Cooper** and **Joe Gnos** tended to the grill and cooked their usual tasty lunch consisting of barbecued chicken, polish sausage and hamburgers. A special thanks to both of them for their outstanding contribution. Thanks to all of the members who participated, the Aero Squadron was up flying missions all day.



Al Epstein & Randy Price are “all engines, go!” for another mission at the Almond Festival.



The Aero Squadron plane, 1 Victor 1, flies patrol over Cache Creek Indian Bingo & Casino.



1 Victor 1 surveys the County during Almond Festival , 2001.

Photos courtesy of Jerre McClelland



Info From Our ISO

by Randy Price



www.yolosherriffsaerosquadron.com/

Driver Updates: A quick way to speed up your PC?

Getting the latest version of a device driver - the software that communicates between a piece of hardware and your operating system - can make your PC run faster, improve its stability and even add new features. But look before you leap: some new drivers cause more problems than they solve.

Updating your graphics card can enhance performance. For example, Nvidi's Detonator 3 graphics board drivers, released late last year, extensively improved almost every card. After installing new drivers, some graphic cards can show an overall performance improvement of more than 10%.

Most of the time, however, it isn't necessary to upgrade the drivers on your system. If everything is working and you're happy with the speed, don't upgrade. But if your system is unstable or you need a particular new feature, (such as DirectX compatibility or support for a new program) you should check the latest available drivers to see

whether they fix the problem. System manufactures such as Dell and Compaq provide drivers and updates that are specific to their systems through their Web sites. Intel offers a generic driver that works with any system incorporating an Intel chip set, but they recommend using the system manufacture's driver in preference to the generic ones, since some vendors alter the drivers to work with their machines.

Web sites such as Driver Zone (www.driverzone.com) and Totallydrivers.com (www.totallydrivers.com) can be good places to find direct links to drivers for your particular system.

2001 EXECUTIVE BOARD

Commander:
Larry Lawson

Executive Officer:
Christian Ott

Operations Officer:
Jim Divine

Secretary:
Vern Henry

Treasurer:
Wendy Lawson

ISO:
Randy Price

Come Join the Fun!

by Randy Price

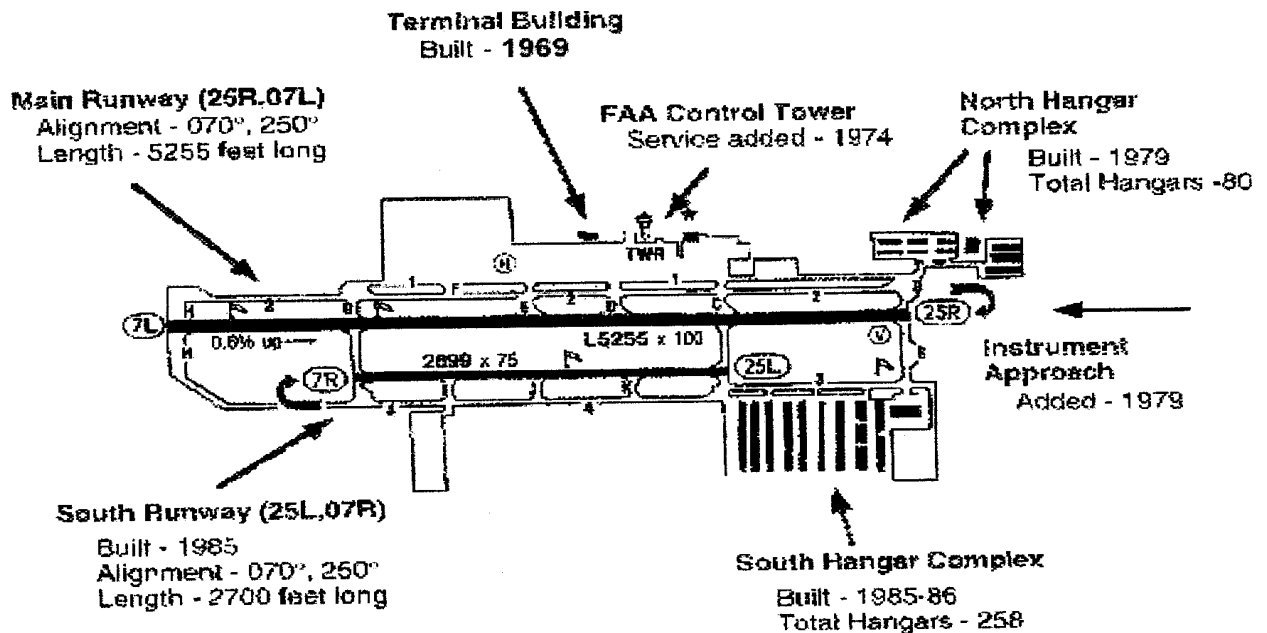
WHEN: May 23, 2001
WHERE: Cattlemen's Restaurant (across street, north from the airport)
925-447-1224
TIME: 7:30 p.m.

LIVERMORE AIRPORT INFORMATION:

Communication Frequencies

TOWER	118.10
GROUND	121.60
ATIS	119.65 (incl. ASOS when Tower is closed)
UNICOM	122.95 (fuel)
ASOS Tel.	925-606-5412

The Air Traffic Control Tower is operated by Federal Aviation Administration (FAA) employees daily from 7:00 a.m. until 9:00 p.m.



Newsletter Editor:
Wendy Lawson

For comments, questions or
guest columns, please send
e-mails to
wendylawson65@hotmail.com