



SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

Sacramento County Sheriff's Air Squadron Newsletter

FUTURE MEETINGS TBA

Hut structural damage:

Roof joist fails

What your Executive Committee believed was some needed suspended ceiling repairs turned out to be an indication of a Hut roof structural issue.

Last month Hut maintenance included suspended ceiling releveling and replacement of ceiling light fixtures with LED equipment. Our building's ceiling had shown some bulging at several points and a few light fixtures were not working correctly.

Above the suspended ceiling that we see during our meetings, there actually exists a second original ceiling remaining from the Hut's previous life serving as an airline building when Executive Airport was Sacramento's only commercial field.

This original ceiling is made of fiberboard supported by a 1"x2" lattice work. Above this original ceiling is the rafter and roof structure. At some point, a 2"x6" joist failed, fell into the original ceiling which collapsed into the suspended ceiling.

We are undertaking the required roof structure repair and will be performing a complete roof support evaluation to ensure our building is safe for meetings and activities. Also, a substantial amount of

original fiberboard ceiling will need to be removed.

Good news is that with our reduced meeting schedule caused by COVID-19, we should have sufficient treasury funds to accomplish these repairs.

Even though we have not used our Hut for several months, the Squadron Executive Committee has continued to see that regular upkeep is taking place. When we resume Hut meetings, we want our meeting home to be ready for activities.

Another ceiling issue discovered during maintenance was incorrect support wires holding the T-bar tile suspension. Old "chicken wire" had been used rather than the required ceiling tile hangar wire. During our ceiling work, this old wire will be replaced with proper hangar wire and eye-lag screws. A few new ceiling tiles will also be installed.

Our Hut's suspended ceiling was an easy fix in past years to what would have been a very unappealing room. Our task now is to be sure that this grid system is sound and that the roof supporting structure above is secure.

Dale Terry, Commander



**KEEP
CALM
AND
STAND
DOWN**

Squadron Meetings Cancelled Until Further Notice

Sacramento County COVID-19 restrictions coupled with Squadron leadership concern for member safety have resulted in cancellation of Squadron meetings until further notice.

Your Executive Committee will reinstitute meetings as soon as possible. Until then, your monthly Squadron Newsletter will continue to keep everyone updated.

AROUND THE SQUADRON – BY RON RICHEY



While more than a few of our Air Squad members have been trying to figure out how to entertain themselves during the COVID-19 slowdown, **Kevin and Kerrie O'Neill** decided to take a little cross country flight in their P-210.

Their trip covered 4,505 nm and put 29.7 hours on the airplane flying coast to coast with interesting stops in between. They visited Gallup, New Mexico, toured fabulous 40's style homes in Tulsa while visiting some close friends, stopped by Creighton University School of Nursing in Omaha, Nebraska where their daughter is attending school.



The O'Neill's stopped to visit former Air Squad member **Dick Stultz** down in Granbury, Texas. Dick lives in an aviation-golfing community called Pecan

Plantation, 35 miles south of Fort Worth.....Kevin said Dick invited Air Squad members to fly down and visit his little piece of paradise.

Rumor has it the O'Neill's might have put a deposit down on some property in said community. The trip included renting a lake front house in Georgia, a side trip to the avionics shop up in Ohio. Needless to say, during the trip, Kevin encounter everything from CAVU weather, to the ugly stuff, which he and his well-equipped airplane were prepared to handle. (Remember Kevin gets his IPC check rides from The Master CFI/DPE himself.... **Mike Traud**). When asked about his next flying adventure.....

Kevin would only say there are several opportunities on the horizon.

Looking for a nice Bonanza? **Allen Farris** announced that after the passing of his long time airplane partner and Air Squad member, **Steve Downing**, their nice



looking S-35 V-tail Bonanza is not getting a lot of use these days. Allen said he used to fly the

airplane back and forth to Mexico on a fairly regular basis, but with the current situation with the drug cartels south of the border, he has lost his enthusiasm for flying into Mexico and has decided to put the Bonanza up for sale.



If you are looking for a fast, long range airplane, call Allen (916-601-3728) for the particulars on the bird. Allen also mentioned the hangar would be available to the buyer.

Sergeant Matt Burton of Air Ops, has been enjoying some deserved downtime recently. When this reporter caught up with Matt, he was actually on vacation

sitting poolside with his wife.....since their planned trip to Seattle had been cancelled.

Matt mentioned something about not having reservations for the new tourist spot called CHOPS. They are instead headed for the coast.



In the "you can't make this stuff up" category.....**Rich Moorhouse** recently

received a bill from the Sacramento County Airports Systems for multiple thousands of dollars (five figure numbers) for alleged nonpayment of the county's Storm Water Drainage fees.

Rich has not been involved in a hangar on Exec for something like fourteen plus years.

According to the invoice....Rich owed \$700.00 in back fees....which have morphed into a head spinning total due to late fees and interest. For you long time Exec tenants, remember the period when the city billed the county for storm drainage fees and the county said they did not owe the money and a lawsuit between the entities seemed to drag out forever, while the airport tenants where caught in the crossfire.....do we or do we not owe storm drainages fees?

Apparently Rich is a causality of this period when no one seemed to have any answers as how the drainage issue was going to play out. In Rich's initial conversations with the county folks.....they all do agree it was a long time ago and wow.....that's a really big bill. The question now is.....how does Rich resolve an issue that goes back so many years?

Stay tuned...



Commander's Column:

KSQ – an airport identifier that people make fun of

San Carlos Airport (KSQ) is one of my favorite Bay area airports. Given its proximity to the headquarters of Oracle, there has been speculation that the airport code of SQL is a humorous reference.

But, of course, this isn't the case – actually San Carlos has hosted an airport since the earliest days of powered flight.

Begun as a five acre flying field in 1917, the airport was located next to **the San Carlos Speedway**, built in 1921. The Speedway was a quarter-mile in length, and saucer-shaped, lacking any straightaways. The aviation field was tucked along-side. The Speedway only hosted three races and was gone in 1922 – but San Carlos Airport remained.

Around 1940 fire destroyed airport hangars and the field was moved to its second location. But troubles continued due to flooding of the field which required dikes to be built around the perimeter – and chuck holes made the field hazardous for takeoffs and landings.

Eventually in 1948, the airport was moved to its current location with plans to build a 7,000 ft. runway. Of course today's 12/30 runway is much less than 7,000 ft. – actually 2,600.

Even in lousy weather, San Carlos' RNAV (GPS) approach to Runway 30 makes entry into the Bay Area easy.

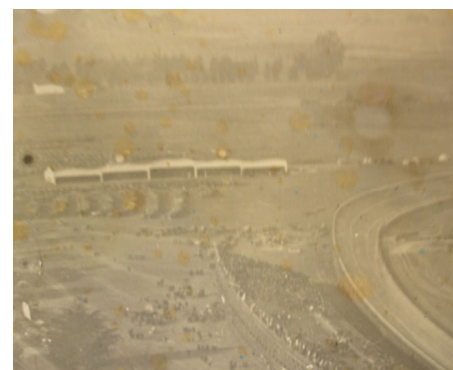
Actually, SQL is a busy airport with an average of 424 per day airport operations.

And then there is the Hiller Aviation Museum on field along with Izzy's Steak and Chop House for a nice sit-down dinner. A blue-plate special terminal café makes for a neat breakfast or lunch spot.

San Carlos is known as the "City of Good Living" and its airport is a very convenient entry point for Bay Area work and recreation.

Oh yes, and about that SQL identifier. Oracle made its mark originally in database software – **SQL – Structured Query Language**. San Carlos's identifier was implemented much before Oracle was incorporated in 1977.

Dale Terry, Commander



San Carlos hangars can be seen next to a curve in the San Carlos Speedway.



An in-flight picture after takeoff from SQL in 1929.



San Carlos Airport in 1966.