



SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

MARCH MEETING

# Sacramento County Sheriff's Air Squadron Newsletter

## Jimmy Doolittle: American Hero 25 Years since aviation pioneer's death

Long before WWII, the chunky, rugged, baldish Jimmy Doolittle, who was just 5 feet 6 inches tall and weighed 160 pounds, was a **legendary figure in aviation.**

Because of his accomplishments as a test and stunt pilot and as an aviation engineer, he was referred to by one admirer as "the Leonardo da Vinci of flight." But in his typically self-deprecating way, he laughed at the description and said: "The guy's wrong. What he meant was I'm the **Rube Goldberg of aviation.**"



As a result of the Tokyo raid, by 16 American attack bombers, from an

aircraft carrier Gen. Doolittle received the **Medal of Honor** and sealed his reputation as a legendary figure in aviation.

Doolittle was born on Dec. 14, 1896, in Alameda, Calif. His father, who had "gold fever," took the family to Alaska, but at age 11 Doolittle was sent back to California for education in Los Angeles.

He continued his education while in the Army and earned a bachelor's degree from the University of California and studied aeronautical engineering at the Massachusetts Institute of Technology, from which he **received masters and doctoral degrees in science.**

Doolittle worked for Shell Oil after the war and later served as chairman of the National Advisory Committee for Aeronautics.

**Doolittle died at the age of 96** at his son's Pebble Beach, Calif. home after suffering a stroke in September 1993.



**Growing up with Gen. Doolittle**  
**March 21, 2018 - 5:30 pm**  
**Squadron Headquarters**  
**Executive Airport**

March's meeting highlights the life of Gen. Jimmy Doolittle.

**Jonna Doolittle Hoppes**, the granddaughter of Gen. Doolittle will be our speaker. Jonna represents the Doolittle family at events throughout the world. She has written two books that have received great reviews.





Wake turbulence from airliners.



Convective turbulence over Arizona.



Sedona's canyons can be treacherous in high wind conditions. A view from the Sedona Airport.



## Commander's Column Turbulence: part of flying

Last month my wife, Annette, and I enjoyed a great trip to **Sedona, Ariz.** The city is surrounded by an array of red sandstone formations – which appear to glow in brilliant orange and red when illuminated by the rising or setting sun.

**But, boy, can it get windy there.** And with high winds comes airborne turbulence. Sedona's airport is not for the novice flyer during these high wind conditions – the field sits on a high mesa at 4830 feet MSL.

Of course living here in the West, one learns that it **is almost impossible to fly regularly without encountering turbulence** of one type or another. Mountain waves, wind-swept valleys or wake turbulence from passing airliners all impact us in general aviation.

Our passengers sometimes remember nothing else about their flight other than how smooth it was.

If I know that high winds and turbulence are possible, I try to fly during times when turbulence is minimal, especially in the early morning or in the early evening.

Another method to flying smoother is to **fly higher than you normally might.** Not long ago, I added on-board oxygen to my C182 and continued climbs to 13,500 feet or more.

Weather briefing aids are valuable in highlighting current turbulence -- SIGMETS along with current turbulence aircraft reports. The Aviation Digital data Service (ADDS) website is a good source of this information. This site also has graphical turbulence guidance charts.



My personal rule of thumb is to be extra careful in pre-flight planning when wind conditions are expected to gust over 25 knots. My flight may still be a "go," but I will be looking for tactics to minimize mine and my passenger's level of discomfort due to bumpy air.

**Commander Terry**

#### HANGAR RENTAL RATES CLIMB

### SoCal rates preview trends

Waiting lists for hangar and tie-down rentals have been the norm for years at northern California airports. However, SoCal airport rental rates have greatly eclipsed our NorCal prices.

SoCal hangars without power (solar doors only) are typically rented at \$500 – 700 per month. These hangars are just large enough for a single engine aircraft. With power and some extra space, the rents climb to over \$1000 per month. That is, if you can find the space and waiting lists are not too long.

Looking to purchase a hangar in the San Diego or Los Angeles areas? Figure on spending at least \$800,000 for the space.

Prices for Executive, Mather and McClellan spaces are mild in comparison – for now!

Just like home prices, location, location, location – is the key factor.

#### ATOP SCOREBOARD

**Ron Lamb**, our Squadron Secretary, will be tracking progress toward our 2018 contest to bring in guests and potential members to Squadron meetings.

Here is our tally after the February meeting:

**Everhart** – 1 guest

**Lux** – 1 guest

**O'Neil** – 1 guest

**Pinkney** – 1 guest

**Wilson** – 1 guest

Remember the **ATOP contest** award is a fully paid trip to either Jet Blue Academy, Orlando, FL or American Airlines Flight School, Dallas, TX.



## FBI Sacramento Special Agent: Sean Ragan at February meeting

By Ken Lux

Special Agent Sean Ragan was the Squadron's February speaker. He shared his history with the FBI and commented on his office's focus on terrorism, gangs, organized crime, counter intelligence, public corruption, civil rights, white-collar crime, weapons of mass destruction and ever growing cybercrime and cyber-terrorism.

Wow, Sean and his office are busy!!

Sean reported that the overall crime rate is down from prior year's, however the number of high-level crimes keeps his office very active. He also supervises satellite offices in Bakersfield, Chico, Fairfield, Fresno, Redding, South Lake Tahoe and Stockton.

Ragan reported that overall the Department has 56 field offices (called divisions) in major metro areas across the U.S. and Puerto Rico. Each division is overseen by a Special Agent in Charge, except offices in Los Angeles,

New York City and Washington, D.C., which are headed by an Assistant Director in Charge due to their large size.

Ragan said that for over seven decades the FBI has stationed special agents and other personnel overseas to help protect Americans back home. These agents build relationships with principal law enforcement, intelligence, and security services around the globe to help ensure the prompt and continuous exchange of information.

He said that today, the FBI has 64 legal attaché offices, commonly known as "legats", and more than a dozen smaller sub-offices in key cities around the world, providing coverage in more than 200 countries, territories and islands. Each of these foreign locations is established through mutual agreement with the host country and is situated in the U.S. embassy or consulate in that nation.

# The Perfect Pilot Gift:

## New Florida F-104 program offered

(Ed. Note: The following article was passed on to the Newsletter by Ulli Luenemann – our in-house F-104 expert.)

A new flight training program is now available in the **F-104 Starfighter**. The civilian flight training is offered for licensed pilots by the commercial space marketing company – Infinity Space, Inc.

The training takes place in a new FAA approved F-104 flight training program at **NASA's Kennedy Space Center**. Training flights are conducted in the Mach 2+ Lockheed F-104 Starfighter, the same supersonic plane used to prepare Mercury, Gemini and Apollo astronauts for space travel.



Ground school and flight training are held at NASA's Shuttle Landing Facility (SLF), providing an opportunity to use the same runway the Space Shuttle returned to after coming back for its space missions.

F-104 Flight Training follows a syllabus for the purpose of type-specific training in the F-104 and is authorized by a Letter of Deviation Authority (LODA) issued by the FAA. The amount of time it takes to complete the training will vary by pilot, but usually **ranges from three to ten days**.

Training starts with ground school and a detailed flight safety brief, **complete with ejection seat and parachute training**. Most students then take up to seven flights to prepare to qualify for the F-104 type rating.

As part of the training, participants experience a **high-speed vertical climb** designed to simulate the high sustained g-forces of a rocket launch, and a shuttle-type approach and landing over the SLF's three-mile runway. The class also includes a parabolic maneuver that produces a space-like sensation of weightlessness.

Licensed pilots interested in F-104 flight training can apply by contacting Infinity Space at 321-282-4466, or by visiting their website at [www.flyastarfighter.com](http://www.flyastarfighter.com).

**Pricing starts at \$30,000.**



Ulli now flies with Ron Richey in Ron's Bonanza speed machine – but he keeps us updated on the F-104 front.

### AROUND THE SQUADRON

#### Ron Richey's News and Notes

Air Squad members **Ed Rincon** and **SSD Sgt. Randy Winn** (formally SWAT, now air ops, flying helos and fixed wing) were spotted checking out all the display booths at the 2018 HELI-EXPO down in Las Vegas. Nether Rincon or Winn would disclose what they were shopping for.

The Squadron's executive team has completed repairs and upgrades to our beautiful Hut. A new ceiling has been installed in the rear storage area along with new lighting. A flat screen video display has been added to allow crisper visual presentations. New window curtains are now in place. Carpet has been cleaned. Exterior areas now can be seen without weeds. Restroom repairs and brightening improve the latrine experience. Kitchen and entire facility has been cleaned. Thanks to **Ron Lamb** for getting things going. **Commander Terry, Roy Wesley** and yours truly, **Ron**, served as the construction crew.

#### Bionic men:

**Tim Pinkney** is up and about after a several-hour surgery replacing parts in his landing gear structure ... err ... hip. Apparently the Johnson & Johnson built titanium parts were shedding small amounts of chromium and cobalt into Tim's body, causing tumors to grow. Tim reports he is no longer in pain and is getting stronger by the day. Said he can't wait to do it all over again in about three months for the second hip.

**Bob Lessman's** major hip overhaul has been put off for another few months. Bob told his surgeons that he really didn't care about their schedule. He's going to Oshkosh for the 80<sup>th</sup> anniversary of the T-6's, with or without their work being completed.

#### Ron Richey – at large reporter

## Looking ahead: Beale Mission

Thanks to the efforts of our own in-house SR-71 driver, **Jim Wilson**, the Air Squadron has received an invitation to visit from the **9<sup>th</sup> Reconnaissance Wing at Beale AFB**.

Scheduled on **March 29**, the field trip mission includes a U-2 mission brief, flight line tour, U-2 open cockpit experience, physiological support division visit (pressure suit-up), T-38 ops and Global Hawk tour.

**Beale AFB is home to the U-2 Dragon Lady and RQ-4 Global Hawk.**

Plans call for departure from the Squadron Headquarters at 0730 and return at 1430. Lunch will be served at the Beale Officer's Mess.

Trip cost is \$85.00 per person and includes transportation. No private autos are allowed, since our vehicle will be traveling on active flight lines.

Jim must receive your reservation no later than our next meeting on March 21. Payment for the trip must be paid at that time.

