



Sacramento County Sheriff's Air Squadron Newsletter

SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

OCTOBER MEETING

Do not touch it or move it: Sheriff's Bomb Squad and suspicious packages

The Sheriff's Explosive Ordnance Detail (Bomb Squad) is a highly trained team serving all of unincorporated Sacramento County as well as the cities of Citrus Heights, Folsom, Elk Grove and Isleton.

Each team member has received certification through the FBI's National Hazardous Devices School. The team's equipment are considered regional assets.

Missions have included disposal of military, commercial and improvised explosives as well as explosive chemicals. After a mission, EOD techs conduct post-blast investigations – often coordinating with federal teams.

When dignitaries visit Sacramento, the team is frequently involved in providing pre-event explosive detection sweeps.

Bomb Squads first were established by the New York Police department in 1903. Known as the "Italian Squad," the primary mission was to deal with dynamite bombs used by the Mafia to intimidate immigrant Italian merchants and residents.

After WW1, bomb disposal became a formalized practice – but the most improved practice procedures were developed

following WW2 and the Blitz, when the United Kingdom's cities were subjected to extensive bombing raids by Nazi Germany.



Low intensity conflicts and terrorism activities have caused EOD techs to rapidly adapt evolving new methods such as advanced remotely operated vehicles.

The Sheriff's Department Bomb Squad teaches safety awareness classes at school and businesses.

At our October meeting the Sheriff's Bomb Squad will present a review of the team's activities, display equipment and conduct live drills.



Annual BBQ - Bob Lessman's
Hangar - Executive Airport
October 17, 5:30 pm

Our October Annual BBQ will be held at Bob Lessman's hangar/home – 2346 Cork Circle, Sacramento. The Sheriff's Bomb Squad will be on hand with equipment displays and live demos.

Also speaking to our group will be Larry Johnson, Sacramento City College Aeronautics Department Chair. Larry will help us understand the trend in A&P technician training given the development of advanced aircraft with composite structures.

This annual event is always a big hit – plan now to attend. Steaks cooked to order!!!

PLAN TO ATTEND ANNUAL BANQUET

Squadron November banquet to be held on November 14

Mark your calendars for the Squadron annual banquet, **November 14**. The venue this year will be the Aerospace Museum of California, McClellan Park.

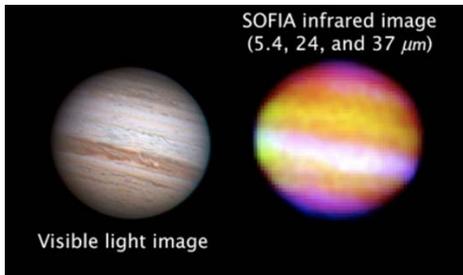
This year's event will highlight 2018 Squadron activities and preview 2019 plans and meeting schedules.

Our keynote speaker will be "**Ace**" **Beall**, currently flying NASA B747 aircraft supporting the **SOFIA** (Stratospheric Observatory for Infrared Astronomy) program. Previously, Ace flew the Shuttle Carrier Aircraft (SCA) ferrying Shuttle orbiters between landing and launch sites.



Ace saw firsthand the program changes after the Challenger tragedy. Shuttle launches were placed on hold and Ace struggled to maintain his currency flying other NASA aircraft.

Taking the Shuttle on its final flight to Washington, DC was also an Ace assignment.



On Ace's current SOFIA missions, he commands a very rare airplane – a Boeing 747SP. Only 45 SPs rolled off the assembly line. Only five examples remain airworthy today.

SOFIA is used to observe light in the infrared spectrum that's not visible to the naked eye.



Low Jennings: Vietnam helicopter vet

Low Jennings' September Squadron meeting presentation illustrated the incredible courage and determination of helicopter crews supporting those heroes that carried rucksack and rifle in Vietnam.

Lew reminded the group that over 12,000 helicopters were used in the Vietnam War – **almost half of the helicopters were lost – 5,086**. Helicopter pilots and crews accounted for nearly 10 percent of all US casualties, with nearly 5,000 killed and a large number wounded.



His memoir "**19 Minutes to Live**" which many members asked to have autographed, describes Lew's first hand experiences in helicopter combat.

Lew Jennings, Major US Army (ret.) was one of the fortunate ones involved in the Vietnam War. He survived **over 700** Air Cavalry Cobra Gunship Helicopter

missions – receiving **Three Distinguished Flying Crosses for Valor**.



Lew says "Thanks for the opportunity to meet your wonderful members – they made me feel welcome. It was a privilege for me."

The 2018 California Capital Airshow celebrated 100 years of Mather Airport in a huge way by bringing back "Airshow after Dark."



Commander's Column: Flying with fire

Congrats to **Darcy Brewer and her CCA staff** on the outstanding September California Capital Airshow. The Friday night airshow was spectacular.

Looking at the night sky with a near-full moon rising, airshow acts including "Mr. Airshow" **Gene Soucy** showed their skills in maintaining situational awareness while thrilling the crowd with smoke, noise, pyrotechnics and aerobatic elegance.

The night airshow concluded with a thunderous fireworks display.

Almost on que, the **International Space Station** was visible transiting high above the Mather Airport show location.

Actually, night airshows are a visual treat dating back to the 1920's when barnstormers attached railroad flares to the struts of their Curtiss biplanes. Historians in our Squadron may remember earlier pilots like **Clyde E. "Upside Down" Pangborn** and "Loop King" **Billy Brooks** that flew night aerial feats.

Airshow legend **Art Scholl** began flying night airshows in 1974. Since Scholl's time, modern airshow pilots have much more sophisticated incendiaries to work with – including firing rigs and launcher racks. In Soucy's case, the fuses are all safety disarmed by triple-redundant switching system that is not armed until he is up at altitude and throws a pair of grounding switches.

I spoke with some pilots who have flown night airshows. They told me that the bright flashes of light can be blinding when reflected in the canopy. Most pilots rely upon a combination of some ambient light in the cockpit and having the tower turn the field lights to maximum brightness to offset the effect.



Dale Terry, Commander



ATOP STANDINGS

Blalock – 1 guest
Cox – 1 guest
Downey – 2 guests
Everhart – 3 guests
Lux – 8 guests
Moorhouse – 1 guest
O'Neill – 1 guest
Pinkney – 3 guests
Richey – 2 guests
Rincon – 2 guests
Terry – 5 guests
Wesley – 8 guests
Williams – 1 guest
Wilson – 2 guests

Our attendance booster activity continues to build numerous guests attending squadron meetings. Remember that our lottery drawing for the A320 or B737 simulator time will be held at the annual banquet. The more guests you bring, the more chances to win.

The all-expense paid trip to either Jet Blue University, Orlando or American Airlines Flight Operations, Dallas will be an event you will long remember!



BY-LAWS REVISION

The Air Squadron Executive Committee has reviewed our by-laws to ensure compliance with 501 (c) (3) requirements and to move the organization forward in order to attract new and younger members

In addition, the by-laws have been simplified and re-written to allow ease of reading.

As a result of this review, several changes are being proposed:

1. Addition of "Community Airman" as new member category. Applicants for this category of membership are not required to be a pilot or aircraft owner. Rather, applicants may be student pilots or are involved in aviation activities such as avionics, aeronautical studies, maintenance and ATC or government operations. It is expected that over time these applicants will acquire their pilot license and eventually own or lease an aircraft.
2. Two membership categories would result – Pilot and Community Airman. Legacy members may continue to be classified as designated in their original application documents. Over time, the Command Pilot and Reserve Command Pilot categories would be retired.
3. Other changes are of a minor nature to keep current with non-profit organization requirements.

Roy Wesley and Ron Lamb have reviewed and approved the revised by-laws at the request of the Executive Committee.

AROUND THE SQUADRON – BY RON RICHEY

Welcome **Sgt. Matt Burton**, the new head of SSD Air Operations Unit. Matt has taken over Randy Winn's position and will be joining us at this month's Bob Lessman BBQ meeting.

Chuck Asbury has joined the ranks of the Bionic Air Squad members. He received a total knee replacement – made out of exotic metals that look like they are from a Boeing parts catalog. 24-hours after surgery Chuck was climbing stairs at home ... he has the latest and greatest knee parts that don't require lots of therapy. Not bad for an 84 year old dude.

Other Bionic members include **Bob Lessman**, who has a gross weight increase due to metal hips and knees. And **Tim Pinkney** was seen walking around with a Star Wars contraction strapped to his waist, hip and knee

Master instructor **Mike Traud** ... aka ... Iceman had a scary near miss overhead while minding the famous Pylon Outer #4 at this year's Reno Air Races. Two L-39s kissed wing tips while over Mike's post – parts started raining down near the pylon – some large enough to seriously injure or kill folks on the ground. One half-second difference in position and there could have been disaster on the ground.

John Mitchell departed Seward, Alaska on the Silversea Shadow heading across the North Pacific Ocean with stops in Tokyo and Petropavlovsk, Russia. John would neither confirm nor deny that he was taking pictures of the submarine base.

Question: Is **Rich Moorhouse** still a member of the Screen Actors Guild? Rich was recently seen boarding a Gulfstream G-4 bound for SoCal. Does this mean he will be in a new movie soon? You do know that the multi-talented surgeon, helicopter and jet pilot ...is also an accomplished actor? Autographs anyone?

Doyle Carroll: Grey Eagle

After retiring in 1993 as a 16-year senior Captain at American Airlines, Doyle Carroll joined the Grey Eagles – a group which maintains the close friendships and associations developed over years of American Airline service.

For Doyle, his airline career included Captain positions on B727, B757 and B767 aircraft. Earlier, for 12 years, he held the right seat in B707, B727 and DC10 aircraft as co-pilot.

What did Doyle like best about his airline career? "I flew with a great bunch of people," he says, "they were great crews and from my seat in the cockpit, I was able to see a unique perspective of fantastic sights."



Growing up in California's Central Valley, Doyle began his aviation history while serving in the US Air Force as an electronic navaid technician. Eventually this skill led to civilian work at McClellan AFB servicing and training on TACAN equipment.

"I wanted to see what instruments were like in the air," says Doyle. "So, I joined the McClellan Aero Club and soloed after 6-hours – that started my flying passion."

Doyle has owned many aircraft over the years – his first airplane was a C120.

Soon after, he moved up to a Ryan PT22.

"There was an opportunity to work for the FAA servicing navairs, and I took that job in 1961. I commuted from Roseville to Executive in a Tri-Pacer. During my FAA career, I also began work as a part-time flight instructor at Capital Sky Park, eventually picking up my ATP certificate."



Doyle built a house at Fullertown, where he still lives today. "I was able to commute from Executive to SFO, my American Airlines duty station. Commute airplanes included Barons, Mooneys and C414's. I started with American as a Flight Engineer."

To get ready to work in the right seat of a commercial airliner, Doyle took Learjet 23, 24 and 25 training. "I needed jet time and didn't want to look like a jerk when I wanted to move up."

During his down time, Doyle developed an aircraft brokerage business, located at Executive Airport. "I bought and sold over 200 airplanes during the 48 years I operated," he reports.

Doyle joined the Air Squadron in 1993 after recruitment by Ron Richey, Chuck Asbury and Steve Cassinelli. For a brief stint, he served as the Squadron's Safety Officer.

Today, Doyle is an "Ivanair groupie" catching up on the latest airport gossip,

mixing with airport friends and hanging out at the Ivanair hangar. "I appreciate being at the airport, it feels like home," he says.

Doyle married his high school sweetheart, Margaret. In years past, when he was not at the airport, Doyle and his wife enjoyed tooling around Northern California on one of his 7 motorcycles. "Margaret and I looked forward to the thrill of a good road bike, feeling the air as we rode."



Doyle's career with American allowed him to fly many routes throughout the U.S., Canada and Mexico. "Aviation has been a great part of my life," he says, "I love airports, airplanes and the great people who I meet."

We love having Doyle in our Air Squadron. His enthusiasm, friendly smile and can-do attitude are appreciated by all members.

September meeting photos

