

The poster for the air meet

Postcard from the meet

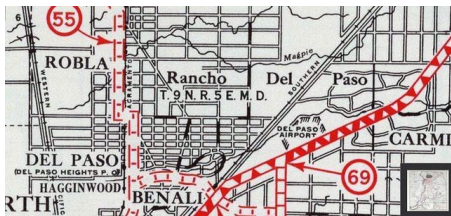
Sacramento County Sheriff's Air Squadron Newsletter

SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

SEPTEMBER MEETING

Past Commander Jim Phillips is not only a lifelong aviation enthusiast, he is truly an aviation historian....having spent many years on the board of the **Rancho del Paso Historical Society** which chronicles the early aviation milestones in the Sacramento and surrounding areas.

Jim grew up in the Hagginwood neighborhood, which was close to a couple of early airfields like **Fagerskog Airstrip** and the original **Sacramento Municipal Airport**, located near Auburn Blvd and Fulton Ave.....which is now part of the Haggin Oaks Golf Course – the location of this month's meeting.



Some of Jim's high school classmates were the sons and daughters of the local aviation pioneers. The early day flyers were called Birdmen and Manbirds by a local newspaper.

Below, Jim relates to our Newsletter some interesting early flying stories ...

What year and where did the first airplane demonstration take place in California?

Seven years after the December 1903 flight by the Wright Brothers, California's first

flight occurred on **January 10, 1910**, when Glenn Curtiss launched into the air at Dominguez Hills (now called Compton) in an aircraft of his own design.

The event was one of the earliest airshows in the world and the first major airshow in the U.S. Over 11 days, 254,000 people attended.

The Wrights did not take part in the event, however their lawyers were present in an attempt to prevent Curtis and other flyers from participating.

A wealthy fellow by the name of Frank Johnson convinced Glenn Curtiss to sell him a Curtiss Pusher and teach him to fly it. Johnson wanted to demonstrate his flying abilities to the town folks up and down the Sacramento Valley.

Frank Johnson had signed contracts to put on 'air expositions' in the towns of Marysville, Chico, Stockton and Woodland. (Sacramento did not sign with Johnson, the city fathers were holding out for someone with more experience and name recognition).

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**Squadron Meetings
Restarted!!**

**September 16,
11:30 am – 1:30 pm**

Haggin Oaks Golf Course

Thanks to a recommendation by Past Commander Gene Winther, our next Squadron meeting will be held at Haggin Oaks Golf Course, 3645 Fulton Avenue, easy to reach at Fulton Avenue and Business 80.

This will be a lunch meeting with our fare served by Mackenzie's Sport Bar & Grille. Tables will be spaced for social distancing, but please bring your masks.

Plan to join us

AROUND THE SQUADRON –
BY RON RICHEY



CONGRATLATIONS to **Kelly Couch** and his crew chief **Jana Couch** for obtaining a Commercial Hot Air Balloon rating. Kelly said getting this rating took more work, time and effort than any of his other FAA ratings. Asked why did he go through all the hassle? Kelly said because he did not have the rating and it looked like fun.



Bob Casteel was recently seen at his north hangar during our recent heat wave all sweaty due to working on his Bonanza? No...actually Bob was trying to make room for more tools and equipment because he is trying to consolidate into one hangar. Bob said he is giving up his old south ramp hangar....which is full of airplane 'stuff'. If you do not have enough junk....errr...valuable 'stuff' to put in your hangar.....you might want to give Bob a call....he might have some extra 'stuff' to give away.

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On February 12, 1910 Johnson took off from the race track at Marysville's Knight Park attempting to fly out to Sutter Buttes and back, but his lack of flying skills only allowed him to make a couple of low passes trying to avoid making any turns while flying past the crowds in the grandstands. Needless to say, the folks who came out for the Air Expo were not impressed.

In April of 1910, Sacramento officials hired Roy Crosby, an exhibition pilot from New York, to put on a first class aerial exhibition in his biplane he called Dr. Green, which appeared to be a standard Curtiss knock-off.

Crosby's exhibitions were advertised throughout the valley by one of the sponsors....Southern Pacific Railroad, which would put on special excursion trains for the events. On **April 15**, Crosby took off from Agricultural Park (the old state fair grounds on Broadway and Stockton Blvd.) **to make first airplane flight to occur in Sacramento.** Crosby flew for three days demonstrating his airplane to thousands of Sacramento citizens, including then Governor James S. Gillett.

So what about Executive Airport you ask? Sacramento Airport was dedicated on April 12, 1930, located out in a sparsely populated area consisting mostly of farmland. It was originally designed with three intersection runways and three hangars. The construction of the airport occurred during the years of 1931 thru 1933 with

some of the funding coming from the Works Project Administration (WPA). In 1967, Sacramento Executive Airport was renamed Executive Airport, which coincided with the transfer all airline services to the new Sacramento Metro Airport.....now known as Sacramento International.

(Ed. Note: Thanks to both Jim Phillips and Ron Richey for our look back in history.)



Commander's Column:

Meetings begin again!

After completing my C182's annual inspection and adding a Garmin 500 autopilot, your Commander is back in the air. Yea! I love the new avionics addition which couples with my previously installed G5's.

However, the most important news this month is that your Executive Committee is moving forward to hold Squadron meetings again.

Haggin Oaks Golf Course offers us a chance to get together for lunch in a beautiful outdoor setting. Some members may want to arrive early to play a round of golf or hit some balls at the driving range.

Our speaker(s) will be Squadron members telling flying stories. What was your most memorable flight? Tell us about a flying location that you will never forget. Actually, our members are great story tellers. Think of a yarn that you would like to share. THERE WILL BE PRIZES.

In October we plan to continue our long tradition holding a tasty BBQ at Bob Lessman's hangar. Now that Bob has sold his warbird with plans to relocate to the Southeast, this will be a great chance to have perhaps a final dinner at the "Toy Box."

Plans for November include our Change of Command dinner. Ken Lux will be installed as our 2021 Commander. We will hold this year's COC as a member's only event. This will help us manage logistics and comply with what may be continuing COVID-19 restrictions. Ken is working on selecting a banquet location.

We had good news from our construction contractor – our Hut roof joists have been repaired. This was a much more complicated process than we expected, however additional damage was found when workers entered the ceiling space.

Dale Terry, Commander