



Sacramento County Sheriff's Air Squadron Newsletter

SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

APRIL MEETING

Nut Tree centennial:

"How do all these people get here?"

That question was asked of me years ago by my 8-year old daughter, **Joelle**, when we flew into Nut Tree Airport for an evening meal. As a frequent flyer with me she had never gone to Nut Tree other than by air.

Nut Tree is fondly remembered by many Squadron members who frequented this restaurant that pioneered California cuisine. Remember those sliced pineapple appetizers served with special marshmallow topping?

What began as a roadside fruit stand, one-hundred years ago, in 1921, gave way to an iconic restaurant with airport visited by many Squadron members – the Nut Tree.

A current exhibit at **Vacaville Museum**, 213 Buck Avenue, Vacaville, showcases Nut Tree artifacts – "100 Years of Fun, Food and Family." The exhibit runs through January 2022. And the Museum has even reissued [Nut Tree Remembered: The Cookbook](#).

Nut Tree Airport, added in 1955, hosted many fly-ins with aviation figures like Neil Armstrong and Chuck Yeager who would give presentations. The airport served as a way to attract aviators – yet, it was an entry point to a miniature railroad and amusement

area that Sacramento area aviation families enjoyed.



Treasurer Joe Williams remembers: "Whenever I traveled to the Bay Area from New Jersey in the 1980's I would take a day off, get a C172 for the day and visit familiar places. Almost every trip resulted in another aviation picture from Nut Tree to lug back home and hang on the wall."

Joe still has the above Flyers Pass!

Dale Terry, Newsletter Editor

April ZOOM Meeting



Capt. Dan Donelli,
UAS Program Manager
April 21st, 5:00 pm

With over 25 years of Law Enforcement experience, **Capt. Dan Donelli**, will be our ZOOM meeting presenter. Dan has served in SWAT, Narc, Patrol and command areas. Now, he leads SSD's Unmanned Aerial System (UAS) team.

Join the meeting and learn how the Sheriff's UAS is providing enhanced operational capability, safety and situational awareness for first responders.

NUT TREE STORIES



By Ron Richey

In the spring of 1991, I was taking a non-flyer to lunch at the **Nut Tree** in the Beech T-34 that my dad, **Jack Richey**, **Chuck Asbury** and myself had totally restored over a four year period; which would later that summer go on to become an award winner at Oshkosh.



While on downwind for landing and about to turn base leg, I noticed not much in the way of power reduction as I pulled the throttle back, with another tug on the throttle handle, still no reduction in power. I asked the back seater if his elbow was resting on the throttle quadrant, blocking the movement of the throttle. He replied no and I turned around to verify.....what the heck was going on.

I added power for a go around to give me some time to sort things out. On the second circuit the same thing happen, I could reduce power to about 15 inches of manifold pressure, which was too much power to land. On short final, I

pulled the mixture control to idle cut off and landed with the prop wind milling.

Upon inspection of the engine bay with all the new shiny chrome parts, I discovered a bracket holding the throttle cable in place had come loose, not allowing enough travel for complete closure of the throttle body. My passenger asked if we had just made an emergency landing. I said no, we just made a 'dead-stick' landing at the **Nut Tree**.....nothing to worry about.

Curt Siggard and **Allen Farris** were doing some Saturday afternoon 'hangar flying' recently. Curt said he has been traveling on business both in his Cessna 205 and on commercial airlines over the past several months and mentioned his trips to the east coast on American and Delta have been full flights.

Allen said after 26 years of owning his Bonanza, he is still going through airplane withdrawal. Like most aviators, Allen said he had made many lunch and dinner trips to the **Nut Tree** and on one occasion, ferried three guys back to the B-17 they had flown into the airshow over at the Marysville airport.



Many years ago, **Gene Winther** had an N model Bonanza that he wanted to sell to a potential buyer down in Australia and had actually considered delivering the airplane Down Under.

Gene found a couple of pilots based at the **Nut Tree** airport who specialized in over water ferry flights. Gene spent time at the **Nut Tree** discussing the possibility of outfitting his Bonanza with all the necessary fuel tanks and plumbing needed, along with the training required to be certified to make the long over water flight. Gene got as far as placing the order for the over water equipment only to luck out and find a SoCal buyer

and was able to cancel the order, less his deposit....and lived to fly another day.

Newly licensed private pilot **Mike Hooper** had finally convinced **Holly**, his future bride to be, to take her very first airplane ride in a Cessna 150 over to the **Nut Tree** for lunch.

Being excited about demonstrating his flying skills to the love of his life, Mike did not take into consideration what the effects of a little wind and summer afternoon thermals might have on the ride quality in a C-150 at 1,000 feet.

During lunch.....not that Holly felt like eating, Mike had to explain how the rough ride really had nothing to do with his flying abilities, but was caused by the heat rising off the open fields on a hot summer day and how on future flights, he would pick a calmer time of day to fly. And yes.....they are still married.

Membership

Prospective member: **Steve Throne**



Steve Throne has applied for Squadron membership as a Community Airman. He has attended several

meetings, both on ZOOM and at our Hut.

Steve is a partner in Light Source Systems, Roseville. His company manufactures laser modules and optical subsystems for biotechnology and medical applications.

Steve states: "I have always had an interest in aviation and have worked on a number of very interesting aeronautical and aerospace programs."

He has a high interest in Law Enforcement and has trained in martial arts for 22 years. An avid skier, Steve has served in ski patrol capacity at Northstar since 2003. Steve plans to pursue a pilot's license soon.

Safety Brief:

Hypoxia

By Bill Cox, CFII

Many in-flight emergencies arrive with fanfare: annunciator lights, engine sputtering or smoke. Hypoxia arrives into the cockpit quietly – without even the pilot knowing. In its subtlety lies danger.

Hypoxia is a deficiency of oxygen reaching tissues of the body – and can lead to muscular impairment, impaired judgement and loss of consciousness.

Here is a lesson learned, from an unnamed friend:



"I was in a G5 Cirrus SR22T early one morning flying from Denver to Tulsa to pick up the aircraft owner and fly home. That morning I got an early start, and planned to get up to 17,000 feet on an IFR flight plan to take advantage of a tailwind, the weather was great and not many adverse conditions on my mind.

I put my O₂ cannula on before takeoff, checked the system during preflight and

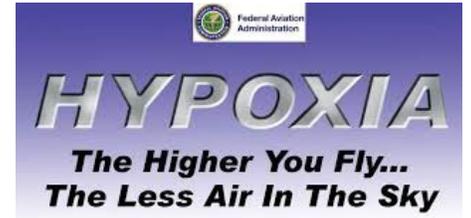
turned the system on sometime between 10-12,000 feet and took a reference reading to see my blood O₂ percentage before reaching altitude.

In the climb out above 10,000 feet I turned the autopilot on, settled in and was eating a bag of granola or something of the sort. As I progressed through the climb **I forgot to take another O₂ reading, and as I reached 17,000 I started feeling a little lightheaded.** I checked flow through the cannula regulator, verified that the system is still on and grabbed my pulse oximeter.

My blood O₂ was 76% - way too low for normal conditions, certainly not what a pilot needs to have feeding the brain power to handle an emergency scenario. My heart rate jumped as I realized this situation was serious and I watched intently what had happened on my pulse ox.

I immediately dialed in 10,000 in the autopilot, turned on VS [vertical speed mode] in descent and prepared to dial it down to 2000 fpm and call ATC. All this as my lightheadedness progressed into dizziness and feeling faint.

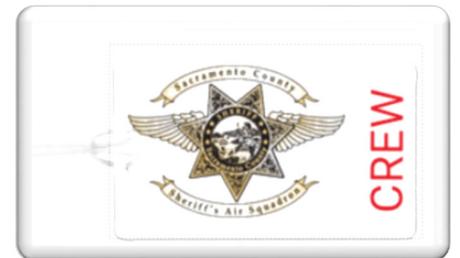
Before I did that, **I remembered** some deep breathing and a handy little technique to rapidly oxygenate my blood which was **a simple deep breath-short exhale process.** I was frankly worried I would pass out at that point, but after taking only three of those breaths I watched my blood O₂ climb back up to the mid 80% and then continue steadily upward from there."



Catching the effects of hypoxia early is the best course of personal monitoring. The solution fits easily on your finger. A pulse oximeter may only cost \$35 online. This simple device can cue us to dropping oxygen levels in time for us to take action.

If you do any high flying, there is no excuse not to have a pulse-ox handy.

Squadron Luggage Tag



Air Squadron luggage tags are now available. They will be distributed at our June 23rd meeting which will be held at Mather Airport. Sheriff Jones will perform our annual aircraft fleet inspection.

Mark your calendars for this event, which will be held on the 4th Wednesday rather than the usual 3rd Wednesday of the month.



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Started in October 2013, AmazonSmile has donated more than \$215 million globally to charitable organizations.

Ken Lux, Commander

Commander's Column:

AmazonSmile: You shop - Amazon gives

Hello Air Squadron:

I would like to personally thank **Joe Williams** for launching the Air Squadron's AmazonSmile program. AmazonSmile is an easy way to support your favorite charitable organization and is accessible at <https://smile.amazon.com> on your web browser.

As a nonprofit our Air Squadron can benefit from the AmazonSmile program. Every time someone makes a purchase designating the Squadron on Amazon Smile, the Squadron receives a percentage of the purchase. These donations can grow overtime and help the Squadron with future endeavors.

One initiative that can benefit from AmazonSmile is our budding Squadron Foundation. Past Commander, Tim Pinkney, is leading this effort with the Executive Committee to create a Foundation for the Squadron. As the Foundation's financial endowment grows over time, the Squadron will benefit with more opportunities.



CHUCK ASBURY: VIEW FROM THE LEFT SEAT

(Ed. Note: High time Command Pilot Chuck Asbury will periodically contribute to the Newsletter with views on aviation, interesting travel stories and commentary on flying both yesterday and today.)

Doyle Carroll

An Air Squadron member for more than twenty-five years, former American Airlines Captain Doyle Carroll now enjoys clipping coupons and watching airplanes taxi by his Fuller Town home.

Doyle got into flying when he was a government wonk, testing and fixing VORs as an electronic tech. He soundly figured out that being on the airplanes using the technology was far superior to just wondering what the pilots were doing with all that stuff.

This humble lead-in caused him to enroll in flight school shortly after Columbus sailed. The initial move kept him moving, subsequently obtaining a long string of ratings, including CFII status. A lot of our number indeed took flight instruction from this cool and highly competent master of the skies. Cool for sure. We dubbed him *Sky God* for good reason.

Once, when being checked out by him for a multi-engine rating, he concealed the throttle quadrant with a clipboard, then subtly pulled back the power on an engine. The drill, of course, was to have the new pilot properly identify the engine that had failed, then do something about it. Quite regularly of course, the new pilot would pull off the power to the good engine, to which, Doyle

would smilingly respond; "*Quiet up here, isn't it.*"

After purchasing a new-to-me Cherokee Six in Southern California, Doyle and I were ferrying it back to Exec at night when the engine quit. I quickly started turning radio dials to the emergency frequency, intent on reporting our plight to someone who couldn't do anything about it anyway. Doyle, on the other hand, simply reached down and changed fuel tanks. How rude!



Doyle had a way of simplifying aviating. While taking instruction from him for a commercial rating, the subject turned to holding patterns. When not specifically stating which direction a holding pattern turn required, the standard rule dictates right turns. This seemed somehow counter-

intuitive, so I asked why, since sometimes weather caused holding patterns to stack up several layers, and, turning left offered a pilot greater visibility. Airline captain Doyle laconically responded; "Hell, half the time even the airline pilots are turning the wrong way." Totally transparent, Doyle will readily tell a story on himself if a student will benefit from some perceived misstep of his making.

After retiring from American Doyle continued to fly charter flights, and engage in one of his favorite past times, making big bucks selling airplanes. Don't ask him how many he's sold; he probably doesn't know himself. Besides, the IRS might find out.

How many flight hours does he have? You have to crowbar it out of him because he's too reserved to ever announce such a thing. Anyway, he's accumulated somewhere around 25,000+ hours.

To say he has flown some fairly interesting aircraft is to grossly understate the matter. His ratings include Boeing's 707, 727, 757 and 767s, plus DC-10s. Shucks, he may even have some single-engine time in there somewhere.



Nut Tree Memories

Submitted by Kevin Phillips

As a kid, I remember traveling with my parents to visit friends in Fremont or Marine World. These travels to the Bay Area would almost always include a stop at the Nut Tree. In those days the Nut Tree seemed to be in the middle of the country. However, its destination held an amazing draw for a child as it had an airport nearby, good restaurant food, cool toys in the gift shop and a miniature train.

As I look back in time, the Nut Tree is entwined with memories of fond times in my life. I was 19 years old, attending Sacramento County Sheriff's Basic Recruit Academy, and engaged to Kimberly my high school sweetheart. The academy began in August 1982 and at the same time I was finishing my private pilot's training.

On September 12, 1982, my instructor Greg Winters signed my log book and sent me up to the Lincoln Airport for my check ride with Karl Harder. Somehow (lots of studying I'm sure and a patient instructor) I passed and could finally take passengers.

I recently reviewed my first log book and saw an interesting entry amongst the others. Written in the log book was a flight with my new bride (as of May 14, 1983) to the Nut Tree -- entry was dated June 12, 1983. Our flight was from Sunset Sky Ranch Airport in Elk Grove to the Nut Tree and back. I don't remember much about the flight, but remember the sheer excitement of sharing my love of flying with my wife.



(This photo shows me with my wife following Academy graduation – about the same time as my Nut Tree memory.)

Those memories are from long ago, but even today, I still enjoy flying to the Nut Tree. It is a destination that is a most pleasant connection to my past.