



SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

Sacramento County Sheriff's Air Squadron Newsletter

THIS MONTH'S MEETING

Tim Pinkney:

NASA Ambassador – Moon, Mars and Beyond

Who among us is able to keep a room full of youngsters in full-attention mode while making a presentation on space?

NASA Solar System Ambassador Tim Pinkney can! That was clear recently at Aerospace Museum of California, where Tim kept 45 – 3rd thru 6th graders quiet and interested.

He has been a NASA Ambassador for 5 years and over that time has conducted over 100 presentations both in person and online.

What got him started as an Ambassador? "It began with the movie *The Martian*," Tim says. "I began to wonder what concepts were science verses science fiction."

So, when an opportunity arose to be a NASA science presenter, he took a few NASA sponsored courses, added his spin on a topic, seasoned the presentation with jokes and funny visuals – he was ready for action.

Tim believes that the kids he encounters are really smart when it comes to science and space topics. He should know, since he presents regularly to kids and will be

speaking three times this summer at the Museum's "space camp."

A good chunk of Tim's enthusiasm for Ambassador work goes back to his father who "told me to always give something back to your community."

What's the biggest turn-on for Tim as an Ambassador? "Trying to create a spark of interest in kids – I would love to be responsible for encouraging 3-4 youngsters to become involved in the hard sciences."

"I have wanted to expand on the idea there is more to space than our known planets. Someone that I have spoken to may choose a space oriented career and that means making a difference in someone's life."

This month Tim will be presenting a new lecture on the soon to be released first images from the Webb Space Telescope.

Need a Solar System Ambassador at an upcoming event? Tim is available

Dale Terry, Newsletter Editor

Speaker: Lt. Col. Chris Steuer

940th Wing, Executive Officer

"Global Hawk Program"



Squadron Headquarters - KSAC

July 20th, 5:30 pm

Located at Beale AFB and other sites worldwide, Global Hawk unmanned aircraft system (UAS) flies long-duration intelligence, surveillance and reconnaissance missions. The aircraft is able to fly at high altitudes for greater than 30 hours.

Lt. Col. Steuer will share how Global Hawk is designed to gather near-real-time, high-resolution imagery of large areas of land in all types of weather – day or night.

Beyond intelligence collection a portion of Global Hawk's mission provides ground users with communications relay support.

AROUND THE SQUADRON



By Ron Richey

The Air Squadron's only former SR-71 pilot, retired Colonel Jim Wilson, recently attended his 24th Blackbird reunion held in Reno this year.

The event, attended by 225 people had been cancelled for the past three years due to the COVID outbreak. The attendees were made up of former flight crews, maintenance personnel, Lockheed flight test engineers and their significant others.

Guest speakers included Paul Dye, former flight director for NASA and Lt. Col Ed Yielding who set numerous speed records on SR-71 #61-792's speed run from LA to Washington DC on March 6, 1990. Yielding and his RSO, Joseph Vida covered the 2,299.7 statute miles in 1 hour and 4 minutes.....averaging 2,124 mph.

This was #972's last flight, the aircraft is now on display at the Udvar-Hazy Air and Space Museum at Dulles. Jim said he and his wife Rachael enjoyed getting together with old friends.

Sad news.....long time Air Squadron member Alan Gallaway's wife Suzanne recently passed away after battling health issues for some time. Trained as a psychologist, Suzanne had a successful private practice as a marriage and family therapist. Our condolences go out to Alan and his family.

Is it possible that a pilot with over 4,500 hours in various helicopters, flying every type of mission from sightseeing flights, to pipe and power line inspections, to Medical Evac, along with being a CFI, CFII etc.....make the transition to fixed wing aircraft? We all know helicopters are part voodoo, some magic and lots of moving parts going opposite directions. It appears helicopter pilot extraordinaire, **Hunter Jefferson** has taken the challenge. Due to the vast pilot shortage in the airline industry, Hunter has entered into a fast-track program to get all the necessary fixed wing ratings which will enable him to become an airline pilot candidate.

Many thanks to **Dale Terry** and his company **FS Medical Technology** for the very generous donation to the Air Squadron's treasury. As many of you may know, it's taken almost two years to get the necessary city and county approvals to do the repair work on the **HUT**. The front porch structure had serious dry-rot and needed to be replaced, along with some roof repairs. Commander Lux has made arrangements to have the siding repaired as needed along with the building being repainted. Needless to say, today's construction and engineering cost totally blew out the Squadron's budget. It's not like the "old" days when **Bob Lessman** would put together a weekend work crew and get 'er done. Dale's contribution covered over 50% of the costs. **THANK YOU!**

On a personal note.....I would like to thank all of you who took the time, effort and expense to fly your aircraft over to Mather for the annual Sheriff's Review of the Fleet. We had a nice turn out with everything from homebuilt RV's to turbine equipment like Citations, a Learjet, a PC-12 and two Bell helicopters. A BIG shout-out to **Air Ops boss Sgt. Steve Carrozzo** and his crew for allowing us to take over their hangar and ramp. Everyone's participation was much appreciated. **Air Boss for a day**.....Ron

Newly sworn in Air Squadron member **Shawn Britton** has managed to take a cream-puff 1968 Bonanza 36 (pre A-36) and make it look like a brand new million dollar Bonanza G-36. Shawn started off with a modern Beech paint scheme from long time local paint shop Kracon, which took almost two months to complete.

After the new paint, Shawn flew his airplane up to Pacific Coast Avionics in Aurora, Oregon for a total panel update with all the latest glass boxes from Garmin. The new panel installation took 13 weeks to complete. Check out the before and after photos to see what spending cubic dollars can do for your airplane.



Safety Brief:

Propeller overspeed



By Bill Cox, CFII

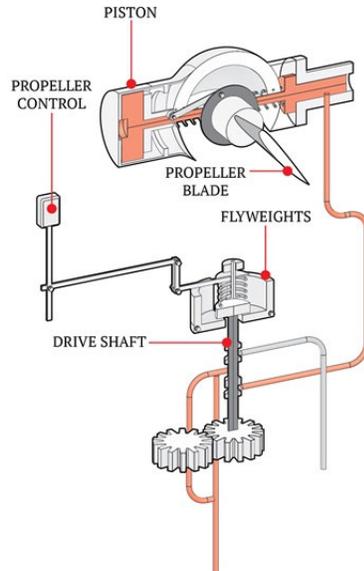
A friend asked me a question the other day –

“I’m reviewing for my first checkout with a constant-speed propeller. I read the emergency checklist for a propeller overspeed and I’m confused. Is this really an emergency, or just an inconvenience?”

A propeller overspeed occurs when engine RPM exceeds redline. This can overstress the propeller blades and hub resulting in failures that can break the propeller apart. In extreme cases, the vibration has ripped engines clean off the airframe, which alters the airplane’s center of gravity to the point the airplane is uncontrollable.

So, yes, a propeller overspeed is an emergency.

Just as a review: Controlling the pitch of the propeller allows the pilot to keep RPM below redline even at higher power settings. It’s somewhat analogous to



shifting to a higher gear in a car to go faster without the engine turning faster.

Most controllable-pitch propellers accomplish pitch change using oil pressure in the propeller dome. Single-engine airplanes usually increase engine oil pressure in the dome to reduce RPM, and decrease pressure to increase RPM. The logic is that if oil pressure drops from an engine problem, the propeller moves to maximize RPM, which maximizes the remaining engine power. (Twin-engine airplanes are set up differently, but I’m assuming you’re checking out in a single.)

If oil pressure decreases significantly but there is still sufficient engine power, the propeller can go several hundred RPM above redline. That’s just one failure scenario. There are others, which is why most airplanes’ Propeller Overspeed emergency checklist calls for:

1. Reducing throttle: to get the engine below the prop governing range and perhaps decrease RPM,
2. Pitching up slightly: to reduce indicated airspeed and the air

load that is driving the propeller faster, and then

3. Checking oil pressure: because propeller overspeed may be your first indication of catastrophic engine oil loss.

One last thing: the hazard of propeller overspeed is not limited to controllable-pitch propellers. A fixed-pitch prop can overspeed in a dive if the throttle is too far forward.

Watch your propeller speed in any airplane you fly.”

A propeller overspeed can result in damage to the crankshaft (deformation to push rods), broken valve seats, defective camshafts, breakdown of turbocharger and breakdown of generator and gear, the consequences can prove to be costly.





Treasurer's report:

The "Hut" at over 80 years old

In the fall of 2018, Jerry Blalock invited me to be his guest at a Sheriff's Air Squadron meeting. The meeting was to be held at a building Jerry called the "hut".

I remember walking in the front door and feeling right at home. Old wood paneling, framed black and white photographs of men standing in front of vintage aircraft and a wooden podium at the rear of the room. To the right of the podium were photographs of Sheriffs before I was hired onto the Sheriff's Department and Sheriffs such as Robbie Waters, Glen Craig, Lou Blanas, John McGinness and Scott Jones that I had

worked for. To the left of the podium was a quaint bar where I'm sure many war stories or flying adventures had been shared. This was a cool place to meet.

According to Ron Richey, the "hut" started off in the late 1940's or thereabouts as an office building for United when the Executive Airport was the commercial airport for Sacramento. So, our "hut" is around three quarters of a century old.

In an effort to extend the life of our beloved meeting place, your Executive Committee began a two part "annual" so to speak. The first part was to repair the front portico and the second part was to paint the entire building.

The front portico looked to be in bad shape with significant dry rot. The extent of the damage wasn't known until the roofing and soffit panels were removed. As many of plane owners have heard from their mechanic, the diagnosis and cost to repair/replace was more than expected. The roofer told us that the portico was beyond repair and needed total replacement. The cost of the first part, roof repair, doubled.

Fortunately, the Air Squadron had the necessary funds to cover the portico replacement. The new portico looks great and no longer poses a safety issue. The new portico posts are now properly attached to the concrete slab as the old posts were just resting on the concrete surface.

The second part of the hut annual, painting will be soon underway. The painting effort will include prep work, caulking, minimum siding repair (hopefully) priming and painting the new portico and the entire building.

The goal of replacing the front portico and painting the hut is to extend its life. Our hope is that this annual, portico replacement and hut painting, will give us another 5 years before decisions will need to be made to invest more money in the hut or find a new place to meet.

The need to restore funds to this year's budget after part one is a necessity. Our by-laws make a provision to request additional funds from the members. I believe we all enjoy meeting at a comfortable and nostalgic building.

The Executive Team would like each member to be assessed \$175 to put our budget back on solid footing. It is not an easy request, but to sustain the health of our organization is paramount.

Thank you in advance as you consider the Executive Team's request. Assessment invoices will be sent to members in the next two weeks.

Kevin Phillips, Treasurer



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.)

Oshkosh B'Gosh

This mighty gathering of pilots and their planes began sixty-nine years ago, in 1953, and is nearly as old as the EAA itself. That first show, held at Timmerman Field in Milwaukee, had a mere 150 registrants, but it was the wellspring of what is today the world's premier aviation event.

In 1959 the show moved to Rockford Illinois, then ultimately to the 'Kosh, where today it welcomes over 600,000 souls from eighty countries. It's great fun just to look at the map posted at the EAA headquarters building and plot the flights that come from every state, most of North American and Central American states and countries, and a smattering of flights from across the North Atlantic. Among these are over 40,000 campers, and over 10,000 aircraft. Fifty-five hundred volunteers *happily* help with every visitor at every venue, forum, tie-down and daily airshow. This is the mid-west folks, and here, people are just damn nice...everywhere.

This year's show starts Monday July 25 and ends Sunday July 31. The EAA website (entitled; "**EAA Airventure Oshkosh 2022 NOTICE**"), is replete with information regarding favored VFR arrival routes and procedures as well as important stuff you must know for IFR procedures. Keep in mind that IFR flights require advance slot reservations. *IFR slot reservations will be available beginning Monday, July 18 at 1200 CDT, and will not be assigned more than 72 hours in advance.* If you are planning an IFR flight the above-described website contains absolutely everything you need to know and will take you by the hand and lead you in no matter the direction from which you are flying.

At the very least, FAA Flight Following is highly recommended and extraordinarily helpful. The environs surrounding Wittman Field have several ground-mounted flashing sequential strobe lights designed to lead you to the active runway(s). The East-West runway is 6,179' in length and North-South main runway 8,000'. Field elevation is 808'.

Frequently, given the generous length of these runways, they are segmented to allow for simultaneous operations in two or even three adjoining segments. You may hear; "Land on the green dot", or, "Land on the red dot". And, get this; *'Don't talk to us.'* *We'll identify you by aircraft type and color and clear you when appropriate."*

With over 863 commercial exhibitors and 1,500 forums, workshops and presentations attended by more than 75,000 people make for a normal week of educational advancement of the flying masses. To give you an idea of how much actual flying goes on, at a recent Oshkosh meet, over 3,000 people flew aboard EAA's Bell 47 helicopters and 669 flew aboard

EAA's B-17 Aluminum Overcast. And do they every fly. At the most recent gathering there were some 127 takeoffs/landings per hour. As you can imagine, only the most experienced FAA tower controllers work here, every one of them volunteering because they get to add to their CVs that they handled air traffic at the world's busiest airport. (Note: Arrivals and departures are suspended during the daily

afternoon airshows.)

If you attend, make it a point to catch the free school bus (with several stops around the experimental aircraft parking area), and take the ride to the seaplane base nearby. It's a great place to sit on the lawn with a hot dog and drink while watching planes water-taxi in and out of the bottleneck leading to Lake Winnebago.

If you're flying in, remember that Wittman Field is a very high-density place, so you might consider going south to Fond du Lac, or North to Appleton airport where things aren't so hectic and parking is more readily available. These places are each about 25 miles from Oshkosh, so making a car rental reservation in advance is sensible.

All pilots eventually make it to Oshkosh. Are you a pilot?





Annual Fleet Review at Mather Airport with Sheriff Jones. Clockwise

pictures::Commander Lux presents Squadron award to Sheriff Jones; new Squadron members – Chad Wells and Shawn Britton sworn in; Clay Lacy and Ken Lux; Kevin LaRosa II introduces TopGun presentation.





Copy and paste the link below to access a great set of photos from the Annual Fleet Review.

<https://us-west-2.protection.sophos.com?d=sharepoint.com&u=aHR0cHM6Ly9zYWNzaGVyaWZmLW15LnNoYXJlcG9pbmQuY29tLzpmOi9wL25iaWxvdXMvRW1ocHdYWEpjcWhDbWRPOG9Lek9YN2dCaVY2SkxCZlI2RjR1QmJITnZSSUJRZz9IPTlzdEpgZg==&i=NjE4MzlwZDRhNjE0YzYwZWY3YTY1MTRj&t=Z0NCcVhzOWY1UVBOaDZ4eVpwZ0dmMUZrVWpHUVFzODVGWWdENzBtRnhDYz0=&h=d4b97e1599fe47059dc333b113f19b0>