



Prepare for the Mustang Roundup!

Only at the 2013 Wings Over Wine Country Air Show



Tickets Now Available:
www.wingsoverwinecountry.org

been pleasantly surprised before, so who can tell what might appear come show day?

On the ground, we'll have numerous events and attractions. There's the Friday night Performers Reception... a great opportunity to meet our performers. And if you feel lucky, buy a raffle ticket to compete for matching rides in a pair of P-51 Mustangs. That's right, you and a friend each riding in a P-51 in formation over Sonoma County. Definitely the ride of a lifetime.

On Saturday and Sunday we'll have a comparison of run-

Continued on next page

The Wings Over Wine Country Air Show is rapidly approaching and it's going to be a fabulous event. Top billing this year is over a dozen P-51 Mustangs in our Mustang Roundup... a number not seen flying at the same time in one place on the West Coast in a long time. There will also be numerous other vintage aircraft flying including at least one B-25, several CJ-6s, T-28s, and T-6s, a DC-4, a C-1, and an OV-10 in Marine livery. Despite federal budget sequestration, we're working on getting some contemporary military hardware. We've



Attend the Performers Reception on Friday night August 16, and buy a raffle ticket for you and a friend to fly formation in a pair of P-51s.

In This Issue

- Mustang Roundup!..... 1
- Aviation Scholarship 2
- President's Message:
Summer Fun 3
- Western Pig BBQ..... 4
- Nike/Hornet Bus Trip 5
- C-97 Deck Completed..... 5
- Oral History Program 6
- Kathleen Palmer Memorial .. 6
- PCAM Flies with Collings..... 7
- Air Show Billboard Space 8
- Hot Dog Thursday Date
Change and June Report 8
- Gift Shop Special July 8
- June Guest Speaker:
Joseph Abbott, USAF 9
- July Guest Speaker 13
- New Members..... 13
- Time to Renew 14
- July in Aviation History..... 14
- Air Show Flashback..... 14
- Events & Climb-aboard ...Back

The PCAM Mission

“To promote the acquisition, restoration, safe operation, preservation and display of historic aircraft, preserve aviation history and provide an educational venue for the community”

Continued from previous page

ning giant and miniature engines... the Pratt and Whitney R-4360 (3500 horsepower) running next to a vintage single cylinder gas engine. We'll have a kid's world for our younger guests, an aircraft simulator to try out, and a grand collection of classic aircraft on display, including a rare Grumman Mallard. And don't forget to buy a ticket for the President's Club if you want to make your air show experience extra special.

For the first time at the air show, we'll have a wine garden. It's about time Wings Over Wine Country poured some of the excellent locally produced varietals for our general admission guests (over 21 of course). And there will be the usual assortment of local food vendors serving delicious meals, as well as iced treats, and various beverages to keep our guests cool under the beautiful August Wine Country sky.

Our aerobatic performers this year are some of the best on the national scene. Michael Goulian flying his Extra 330, Julie Clark in her T-34 Mentor, Eddie Andrieni in his Stearman biplane, Kent Pietsch flying a comedy routine in his Interstate Cadet, and Greg Colyer jetting around in his T-33 Shooting Star.

Come on out and support the Pacific Coast Air Museum, various other non-profit organizations, and your community at the 2013 Wings Over Wine Country Air Show at the Charles M. Schulz - Sonoma County Airport on August 17 and 18. ✨



The WOWC President's Club offers seating, food, parking, and other amenities not available to the general air show population.

PCAM Can Help Pay for College: Scholarship Program Now Accepting Applicants

It's that time of year again, when youngsters are going off to colleges around the country or to higher education institutions here in the Bay Area. The Pacific Coast Air Museum sponsors an Education Scholarship each year for students who are working toward a vocation in aviation, be it piloting, air traffic control, avionics, A&E/A&P, or other flight-related career. The scholarship is funded from money earned by the Education Department and generous financial support from board members and the membership.

1. Candidate must be a current PCAM member.
2. Qualifications:
 - A) Must be nominated by a PCAM member or may apply directly to PCAM.
 - B) Candidate must pursue a form of higher education related to aviation, be it academic or vocational.
 - C) Candidate to submit a statement to the selection board outlining their educational goals & objectives.
 - D) Scholarship to be made public to PCAM members by newsletter and at general meetings.
3. Dollar Amount and Funding:

\$1,000.00 annually from the education department's income and donations. Amount to be determined by the selection board, not to exceed \$2,000.00 to one candidate over two years.
4. Number of Scholarships:

One or more annually, but limitation not required.
5. Other:
 - A) Recipient to be chosen by a 3 member selection board composed of PCAM Members and Board.
 - B) The scholarship is an Equal Opportunity program.
 - C) Proof of course enrollment is required. The Museum must receive documentation within 30 days of receipt that the amount has been/is being spent on educational material, i.e., books, tuition, fees.

Applications are available from the membership department. For more information, Contact Director of Education Allan Morgan at amrgn@comcast.net or any board member. ✨

President's Message: Summer Fun

By Lynn Hunt

The steady advance of the calendar has brought us summertime and all the festivities that go with it. Our museum calendar is brimming with events designed for Fun-raising and I hope you are able to take advantage. The June member's meeting with guest speaker Joe Abbott was standing-room only and Joe did not disappoint.

Then on Saturday night June 20, PCAM Movie Night was a great success with the viewing of *In the Shadow of the Moon*. Our special guest for the evening, making a timely appearance, was none other than a huge, full, Super Moon that helped to light up the evening. The day had been hot, which made for a balmy Sonoma County evening. As with our first movie night, we screened our film in a hangar near the museum. But this time there was only the gentlest of cool breezes, and we left the hangar doors open to let it in. It's hard to imagine a more fitting atmosphere for screening an award-winning documentary about the Apollo program.

Coming up, on July 20 we will enjoy our Western Pig BBQ (see next page), a magnificent feast for only \$15. Of course August is our Wings Over Wine Country Air Show which promises to be one of our best.

Next Movie Night: September 21

We are busy planning a party/movie night combination for September, which we hope to hold in a special location. This will include a BBQ, free popcorn and other



assorted foods. We will air some new videos and the comedy classic "It's A Mad, Mad, Mad, Mad World" in honor of the fiftieth anniversary of that movie's release. One of the movie's most famous scenes was shot in the Butler Hangar next to the museum. Don't know what we're talking about? Enjoy the show with the rest of us and you'll find out.

I hope you have a chance to come out, enjoy some of these events and support our museum. This year's bold attempt to raise the fun meter readings is working for many and I hope appreciated by all. 🌟



We're showing the comedy classic "It's a Mad, Mad, Mad, Mad World" on September 21 as our next Movie Night. We hope to show it in a special location. That film has a remarkable all-star cast and some great flying scenes, including one that co-stars the Butler Hangar next to the museum.

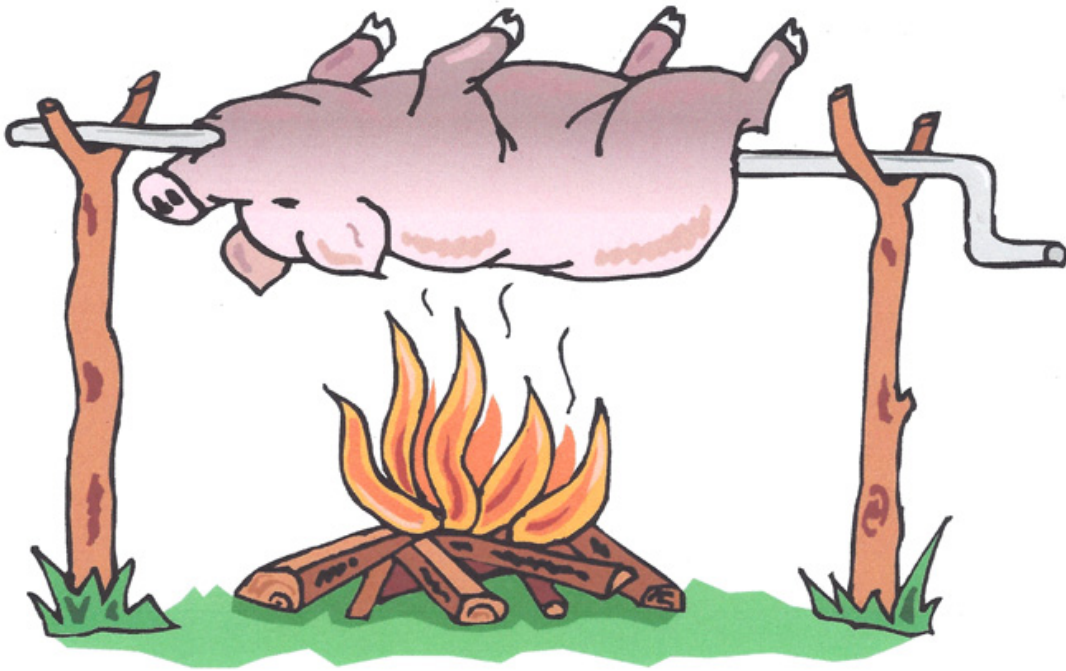


BOARD OF DIRECTORS AND OFFICERS INVITE YOU TO A

WESTERN PIG BAR B QUE

WITH ALL THE FIXINGS

ALL PROCEEDS TO BE APPLIED THE THE MUSEUM'S BUILDING FUND.



AT THE MUSEUM 5:00 8:00 PM

NO HOST BAR OPENS AT 5 PM

WINE / BEER \$3 SOFT DRINKS \$1

SATURDAY JULY 20TH, 2013

TICKETS \$15.00

UNDER 6, WITH PARENTS, FREE

Nike Site and Hornet Tour Report

It was fantastic!

A large number of PCAM members took a field trip on Saturday June 1. We went to the Nike Missile Site in the Marin Headlands, and then crossed the bay to Alameda to tour the USS Hornet museum.

When we arrived at the Nike Missile Site we found the weather absolutely perfect. On a visit to the Marin headlands you would expect wind and fog. But with no wind and warm sunshine we were able to picnic outside using the Park service picnic tables.



We saw a lot of planes and helicopters on the Hornet, including this FJ-2 Fury.

And then on to visit the USS Hornet. And that was a great tour, with docents, but not long enough. Some of us made it to the engine room but others did not. The docents on the Hornet were very helpful and informative, as were those at the Nike site.

Former Museum member Alan McLean was the bus driver. He did a fantastic job negotiating the narrow roads, a round-about on the Marin Headlands, and the traffic through San Francisco. Everyone thoroughly enjoyed the day. ★



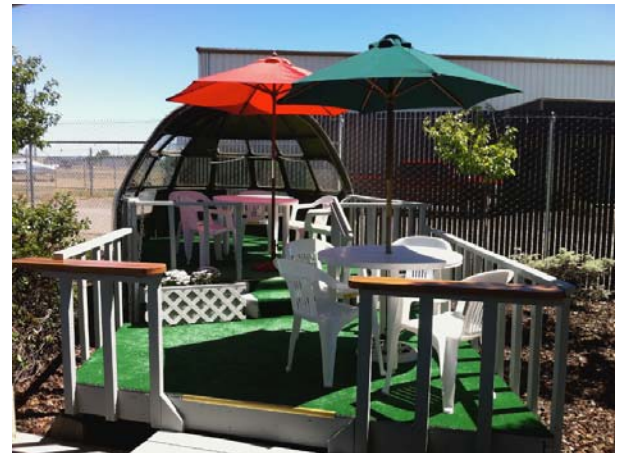
The Nike Missile Base has about a dozen decommissioned Ajax and Hercules missiles in and around their authentic 1950's era bunker.

C-97 Deck is Finished!

On Thursday, June 27, the hard-working crew responsible for completing the new patio deck for the C-97 nose celebrated with well-earned beverages. The deck now boasts two tables with umbrellas and seating for 8-10. Designed as a place of honor for Hot Dog Thursday sponsors to sit during the hot dog lunch, everyone is welcome to come on out and set a spell with your own picnic on



any day we're open. The view from the deck out over the aircraft exhibit field is sublime. It's a great spot and a perfect addition to the south side of the main patio. Congratulations and thank you to Duane Coppock, Ed Nelson, Stan King and Bill Greene. Thanks also to Little Man, who cleared all the bushes and prepared the ground for the new location. ★



any day we're open. The view from the deck out over the aircraft exhibit field is sublime. It's a great spot and a perfect addition to the south side of the main patio. Congratulations and thank you to Duane Coppock, Ed Nelson, Stan King and Bill Greene. Thanks also to Little Man, who cleared all the bushes and prepared the ground for the new location. ★

Left to right: Duane Coppock, Ed Nelson, Stan King and Bill Greene provided the labor for moving and re-building our C-97 nose deck, above. Little Man (not shown) prepared the ground.

Oral History Program Update

By Barbara Beedon

It's easy to get caught up in PCAM's impressive collection of aircraft and other artifacts, and forget that we are about more than just the hardware. We are heavily focused on capturing and preserving the human side of aviation, and on educating the community about it.

To that end, members of the Oral History Program are hard at work compiling and documenting the over 100 interviews they have done to date. Documentation must be complete and meet all of the standards of the Veterans History Project (VHP) of the Library of Congress. When an interview is conducted, if the subject is a Veteran, their stories will be available through the Library of Congress online.

The program will also be keeping one copy of every interview—and many Air Museum Member Meetings—on file at the PCAM office. The team is also working to upload the interviews to the museum's U-Tube channel, through an access portal on the PCAM Website.

Planning has begun for another Oral History Program Marathon, which will be a one-day event, tentatively scheduled for the Fall. Watch for details as they become available.

We invite your participation! If you...

- Are a veteran or other person interested in learning more...
- Want to volunteer to help...
- Have a story you want to share and would like to be interviewed...

...please watch for our link on the PCAM Website, or contact Barbara Beedon or Charley Taylor through the Museum, at 707-575-7900, and leave a message. ✪



Oral History Program volunteers Steve Reusel (seated) and Charley Taylor work on gathering and finalizing interview documentation before sending it to the Library of Congress.

Memorial for Kathleen Palmer

For many years, Kathleen Palmer was a member and ardent supporter of the Pacific Coast Air Museum. Her contributions were many, and her friendship and dedication unparalleled. She and her husband John Essman designed and managed the websites for PCAM and Wings Over Wine Country, and managed our email campaigns. Sadly, she lost her battle with cancer in April.

A Memorial Celebration for Kathleen will be held on Sunday, July 21, 2013, at 2:00 pm, at the Healdsburg Community Church, 1100 University Street, in Healdsburg. A reception will be held at the Church immediately following the prepared presentations. Beverages will be provided. Finger Food contributions will be appreciated. ✪



PCAM Flies with the Collings Foundation

At 5:45AM, Wednesday, June 5, ten lucky PCAM members and supporters gathered in the cool morning outside the museum's entrance to meet the van that would transport them to Reno's Stead Field for the experience of a lifetime. The Collings Foundation had offered ten seats on one of two bombers, a B-17 Flying Fortress and B-24 Liberator, for a transit flight between public appearances at Reno and Santa Rosa. Seats were offered in a variety of ways during the month prior to the flight, including excited bidding on a coveted raffle ticket at the May membership meeting (won by Rick Abbott); drawing the name of a volunteer (Mike George) out of a hat of many names; offering five spots to people representing generous PCAM sponsors over the years (Aaron Friedman, Mike Ramponi, Marek Kaszuba, Lizette Bumbesti, Jeff Gray); taking along Museum Ops Director, Christina Olds, whose grandfather was a B-17 commander; 91-year old Darrel Schumard who is a WWII P-47 veteran; and Press Democrat journalist Chris Smith, whose report appeared on June 6 in the paper.



Director of Aircraft and Exhibits Ron Stout graciously volunteered to drive the intrepid bunch all the way to Reno and to return the rented 12-passenger van by 4:00 the same day. After arriving at Stead Field at 11:00 the group checked in with the bomber crews and mingled with Reno residents who were visiting the Collings Foundation display before the 12:30 departure. Our gang of ten was divided evenly between both bombers which took off in a great roar at 12:30



for the one hour, 185 mile flight back to the Charles M. Schulz-Sonoma County Airport. The Collings Foundation P-51 took off at the same time. The flight back was remarkable, highlighted by a low-level skim over Donner Lake and Donner Pass. A grand time was had by all.

Once on the flight line in front of the Sonoma Jet Center back in Santa Rosa, the Collings Foundation commenced three days of flights and walk-around tours for visitors in Sonoma County. The 2013 "Wings of Freedom" tour began on May 1 in San Diego. The three planes took off at noon Friday from Santa Rosa to their next stops in Concord and then on to airfields in Oregon, Washington, Idaho, Montana, Wyoming, Colorado, Minnesota and New Jersey. ✪

Air Show Promotional Road Signs

If any member owns a piece of land bordering Highway 101 between Healdsburg and Petaluma, or has legal access to a spot along 101 through a friend or a business, we'd like your permission to erect a temporary non-invasive billboard or banner advertising the Wings Over Wine Country air show starting in July. We would also welcome access to any other available main road locations, i.e., along Hwy 12 and 116. Please call Bruce Tinkham at (707)887-7822 or (707)486-8964. ✪



Wine Country air show starting in July. We would also welcome access to any other available main road locations, i.e., along Hwy 12 and 116. Please call Bruce Tinkham at (707)887-7822 or (707)486-8964. ✪

July Hot Dog Thursday Date Change: Thursday July 11

June's was Largest Ever

July's Hot Dog Thursday will be held the **second** Thursday of the month, because the first Thursday is the Independence Day holiday. So stop by on the 11th for a savory dog, chili, cold drinks, and ice cream.



We had our largest-ever Hot Dog Thursday attendance on Thursday June 6. Our ranks were swollen by the number of people who came down to see the Collings Foundation B-17, B-24, and P-51. A couple of electric shuttle vehicles kept people moving between the planes at Sonoma Jet Center and the Museum, making for a great way to enjoy both events on that very warm and sunny day.

In all, we sold approximately 500 hot dogs and the usual accoutrements. ✪

Right: Tom Chauncy cooks up his usual spectacular chili at the June 6 Hot Dog Thursday. It was our busiest one yet.



Gift Shop July Special

The kids just love these planes!

HotWings miniatures are just \$3.99 each, or two for \$6.99. Normally \$6.99 each.

These metal and plastic models are great for younger kids to play with as toys, and for older kids to collect and admire on the shelf! ✪



In Case You Missed It: June 19 Member Meeting Guest Speaker

Colonel Joseph Abbott, USAF (Ret.): From Cold War Jet Jock to Attaché In Abbottabad

Our guest at our June 19 member meeting was retired Colonel Joseph Abbott, former F-111 pilot, F-16 pilot, and U.S. Defense and Air Attaché to Pakistan.

Joe is the oldest son of Dean and Pat Abbott. Dean Abbott was a fighter pilot during Korea and Vietnam, and Joe aspired to follow in his footsteps. He got his wish, first attending college in his native Eugene Oregon and then receiving his commission in 1980 as a distinguished graduate of the Air Force ROTC program at the University of Arkansas.

Swing Wings, Afterburners, and Jimmy Stewart

After training in T-38s, Joe got his fighters, but not the ones he expected. He was assigned to the F-111, which did not have the dash and appeal of smaller and more agile aircraft, but Joe came to enjoy it a lot. It was a trail-blazing and formidable craft. It had variable geometry or "swing" wings like the F-14 Tomcat. It was the first U.S. fighter to have turbofan engines with afterburners, giving it a top speed of mach 2.5. It was equipped with low-level terrain-following radar that enabled it to fly low and fast, in any weather and at night, to take the fight to the enemy. This "nap of the earth" flying took them down to a couple hundred feet, where they could fly hands-off for long periods and watch the trees whizzing past. It could also carry an immense array of ordnance.

The F-111 can also "torch," a singularly spectacular maneuver that has no tactical value whatsoever, unless there's a MiG *really* tight on your tail. On the F-111 the fuel dump is located in the tail just between the two engine nozzles.



An F-111 "torching."

By jettisoning fuel and hitting the afterburners the pilot can create a spectacle that will have the locals talking about UFOs for decades to come.

Joe served in the 20th Tactical Fighter Wing in Upper Heyford, England for six years. The 20th and another F-111 wing were NATO's front-line defense, tasked with delivery of nuclear weapons in the event of a Soviet attack. He had fun, and enjoyed working with a committed and talented crew who were enthusiastic despite the likelihood that in the event of war theirs would probably be a one-way mission.

They were representing the U.S. at an air show in Southeast England one time, on a typical cold, dreary and wet English day. A big bus showed up, carrying a reunion of World War II



Joe Abbott, still a lieutenant, poses with a T-38 trainer.

Continued on next page

Continued from previous page

Eighth Air Force bomber pilots and crews. One of Joe's friends called him over, and told him that Jimmy Stewart wanted to talk to an F-111 pilot. Joe thought he was being played and said so. But then the elderly Mr. Stewart came over and Joe found himself talking to a living legend: one of the all-time great movie actors and a decorated hero of the Mighty Eighth.

"Very pleased to meet you Mr. Stewart. It's an honor."

"Say Joe," said Mr. Stewart in his trademark drawl.

"How... how fast can this thing go?"

"Well, it'll go mach 2.5 sir."

"Oh. At that speed, ah, how long would it take you to fly to Berlin?"

"Berlin? Oh I don't know, maybe fifteen, twenty minutes?"

"Hm. Took us a little bit longer in a B-24."



At an air show in England, Joe (second from left) talks with movie icon and B-24 pilot Jimmy Stewart.

Joe's younger brother Tom was also an Air Force fighter pilot, and by chance their careers followed each other over the years. For a while they were stationed near each other in England. Joe shared a photo of them standing next to each other, a boar's head perched between them on a low stone wall. It's odd how that could have happened. Boars are not found in England. Very odd. Joe speculates that it just might have come home with him in the bomb bay of his F-111 after they shot the beast in Turkey, but he can neither confirm nor deny such allegations.

Transition to F-16s

In 1986, Joe was selected to attend the USAF Fighter Weapons School, the Air Force's version of Top Gun. While attending the school, the attack on Libya took place, in which the F-111 played a major role. Joe was not part of that mission. Later that year, the movie Top Gun was released, and two years later Joe found himself reassigned as an instructor at the Fighter Weapons School. He enjoyed training our best instructors to go out and be the weapons experts in their own fighter wings. All in all, the late '80s were an exciting time to be a fighter pilot.

The F-111 was decommissioned in 1995, but by then Joe had switched to F-16s. This was fortunate because it kept him current in a current aircraft. The F-16 was a different animal entirely. Whereas you could barely see out of the 111, the F-16 had excellent 360-degree visibility. It is a single-engine, single-seat, tight turning, 9-G workhorse with excellent air-to-air and air-to-ground capabilities. It is still widely used by the U.S. Air Force and is the principle fighter of many U.S. allies.

One day he took off out of Luke AFB and was climbing through 20,000 feet when his engine came apart. He had sufficient altitude and not knowing the extent of the damage he tried to re-start, which failed. He tried to glide it to another base but was too far away. The only option was to eject. Everything worked properly, and he remembers seeing his F-16—now in its "convertible" configuration—trailing smoke as it flew away from him.

Joe's father Dean was active with the local air museum back in Eugene, and was helping to sponsor an air show there. They needed a military demonstration. A bit of administrative maneuvering had Joe (a squadron commander at Nellis AFB near Las Vegas) and Tom (stationed at Phoenix and also flying F-16s) flying in formation to Eugene along with two wingmen. They did the flight demo, and a photo of them on the ramp with their mother made the local paper.

Continued on next page

Continued from previous page



Left to right: Joe's brother and fellow F-16 pilot Tom, their mother Pat, and Joe on the ramp at an air show in Eugene Oregon. They had just completed their flight demo.

Desert Storm and Kosovo

During Operation Desert Storm, Joe was deployed to Riyadh, Saudi Arabia, where he was Joint Forces Air Component Commander air planner. He said he did not do much flying, but his brother Tom did, taking out enemy armor in an A-10.

After spending more time in the States he was sent overseas to work with NATO in various planning and liaison roles. In 1999 through 2000 he was stationed at NATO headquarters in Kosovo for the huge peace-keeping mission. His greatest accomplishment there was to help keep the city warm throughout the frigid winter, despite having to live in a tent in the mud himself. In the chaos of war and ethnic strife the United Nations had not properly planned for delivery of fuel oil to the communist-style central heating plant that provided heat for every building in the city. He helped manage the delivery of the fuel, without which the entire city would have been without heat.

Riding a U-2

In the early 2000s Joe was wing commander at Aviano, Italy. One of his charges was a U-2 squadron in

southern Europe. It seemed a good idea that he learn a thing or two about this legendary spyplane so he took a trip to Beale AFB and got a ride in one. Hold it, not so fast. First there's the fitting of the pressure suit. Then there's the dry run (well, hopefully dry) in the altitude chamber, during which they depressurize to an equivalent of 70,000 feet. They put a beaker of water in the chamber with him, to demonstrate how it will boil in the low pressure. And that is the reason for the pressure suit: if cabin pressurization fails up there, your blood will boil and kill you.

During the ride itself he looked down over the San Francisco Bay Area from 71,000 feet and saw grayish lines that stood out against the ground. Those were contrails of commercial jets, as far below him as the airliners themselves were above the ground. And behind him, to the east, he saw the "terminator." That's the line created by the shadow of the Earth as the sun goes down. Above it is the exceptionally deep blue of the sky, still illuminated by the sun. Below it, the sky is black and filled with stars down to the horizon.

Defense and Air Attaché, U.S. Embassy, Islamabad, Pakistan

Joe wrapped up his career helping hold together the tenuous relationship between the United States and Pakistan. He was there throughout 2009 and 2010, but can't talk about much of what happened. He did say he spent a lot of time flying around Pakistan and into Afghanistan in a C-12, the Air Force version of a Beechcraft King Air.

In 2010 heavy monsoon rains put about one fifth of Pakistan under water. The floods affected over 20 million people and killed about 2,000. The Indus River is normally about a mile wide but during the floods it reached 80 miles wide at points, stretching from horizon to horizon even when seen from altitude. Joe spent much of his time managing delivery of aid and evacuation of refugees and put in a lot of hours in his C-12.

Continued from previous page

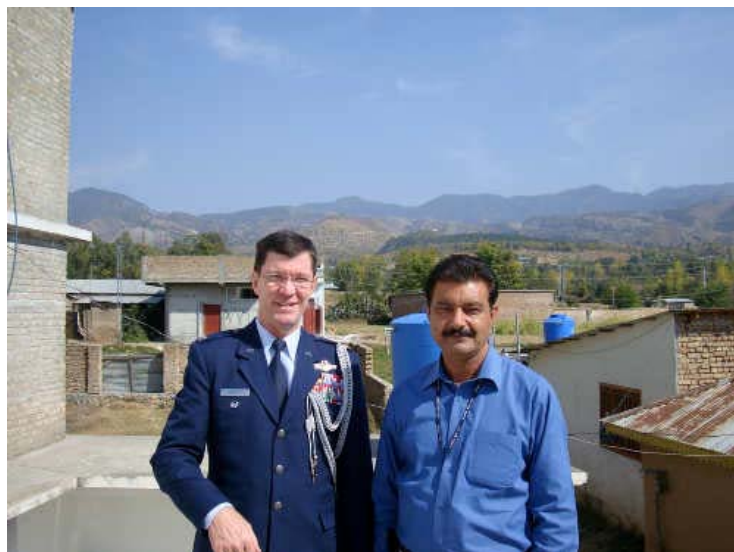


Joe's C-12 next to the runway at Gilgit, in the Himalayas. 20,000-foot mountains come right down to the runway, making for some exciting approaches and departures.

He flew into Gilgit airport, a 5,000-foot strip at 4,780 feet altitude. That's not high for a guy accustomed to the Rocky Mountains and the rest of the American West. The difference is the 20,000-foot peaks that ring the airport on three sides and come right down to the runway. There is one way in and one way out, and that requires you to fly around the mountains rather than over them. Gilgit is notorious for its difficult approach and numerous wrecks.

He also played host to visiting military brass, including the Chief of Staff of the Air Force, commander of Air Combat Command, and an admiral or two.

In October 2009 he was asked to attend the graduation of Pakistan's equivalent of West Point in Abbottabad. After the ceremony, the driver courteously invited Joe to his family home to meet his family and have dinner. Joe spent a pleasant afternoon, took a couple pictures, and left. It's an eerie thought that just a couple hundred yards away, Osama Bin Laden was holed up in the house that would be raided by Navy Seals less than two years later. For anyone who remembers the photos of that neighborhood after the



Joe visits his driver's home in Abbottabad, Pakistan. About eighteen months after this photo was taken, Osama Bin Laden was killed in his fortified compound just a couple hundred yards away.

2011 raid, the neighborhood in Joe's photos is unmistakable.

A Small World

As so often happens, Joe's military acquaintances and friendships are far reaching, and the world of pilots is broad yet small. He became our guest on the 19th through the invitation of Christina Olds, our Director of Operations. Christina knows Joe well because Joe and her father Robin Olds were great friends. Interestingly, another PCAM member happened to be at a bar-beque party a few weeks back where he met F-4, F-111, and F-16 pilot David Vogl (Colonel, USAF, ret.) Upon being told of Joe's upcoming speaking slot, David expressed some surprise at the coincidence, as he had been Joe's commanding officer back in England at the 20th TFW. David lives in Rhode Island, but had reason to be here in Santa Rosa on the 19th, and we are very pleased to have had him as our guest for Joe's talk. Likewise, we're glad Joe's brother Steven, a Santa Rosa native, could attend along with several of his friends.

It is impossible to sum up a career such as Joe's in a few short words. We extend our heartiest gratitude to him for making the trip to California to talk to us, and wish him the best of luck in his next endeavors. ★

July 17, 2013 Speaker Information

Chris Smith: Sonoma Aviation as Reflected in the Pacific Coast Air Museum



Chris Smith aboard the Collings Foundation's B-17 "909" on June 5, 2013.

Chris Smith, popular Press Democrat columnist, will join us to share his observations of the evolution of the Pacific Coast Air Museum since its inception, his recollections of some of the great flying he has enjoyed with the museum and what it is like to have the best job at the newspaper.

New Members Since the Last Newsletter

Craig Steele - Santa Rosa
Katrece Hunt family - Novato
Jannay Avelar - Santa Rosa
Eric Zumwalt family - Santa Rosa
Harold Patton family - Clovis
Angus MacLir family - Petaluma
Wade Waller family - Rohnert Park
Tom Devito family - Santa Rosa
David Smith family - San Anselmo
Ronald Van Roy family - Santa Rosa
Richard Graham - Santa Rosa
Robert Warner - Sebastopol

Chris Smith was a year out of college when he went to work for The Press Democrat in 1977. He began as a stringer on contract to provide news, features and photos from the Fort Bragg-Mendocino area of the Mendocino Coast. In February of 1978 he joined the staff as a general-assignment reporter specializing in the human element of the news. For 10 years he wrote a column, Must Be Friday, which ran once a week in Gaye LeBaron's space. He became a full-time columnist in spring of 2002, following Gaye's move to semi-retirement. His column runs on Tuesdays, Thursdays and Sundays, and on Mondays he runs a "Sonoma Stories" profile on someone intriguing.

He is married to fellow PD journalist Diane Peterson, whose responsibilities include reviewing the Santa Rosa Symphony and writing for the newspaper's food and entertainment sections. Their son, Max, 22, is a 2008 graduate of Montgomery High School and 2013 graduate of the University of Oregon who is currently cycling across America on a benefit ride.

Chris figures he was placed on Earth primarily to provide sustenance and amusement to his Australian shepherd, Betty. 🌟



A visiting C-1—and future member of PCAM's Flight Operations Division—shows off its wing-fold mechanism at the 2012 Air Show Volunteer Barbeque. If you have interesting photos or stories you'd like to see published in the Straight Scoop, email them to Peter Loughlin: pcam-news@loughlinmarketing.com.

Time to Renew Your PCAM Membership!

If you haven't renewed your membership to the Pacific Coast Air Museum, it's time to do so!

Annual memberships are for the calendar year and include...

- Free admission to the museum.
- Monthly newsletter and member meetings
- E-mail notification of important museum events, the Air Show, and related events.
- Free admission to the Wings Over Wine Country Air Show.

Renew online at <http://pacificcoastairmuseum.org/membership/membershipapplication.asp>. Or call the museum at 707-575-7900. You can [download a membership application form](#), print it, fill it out, and mail it with your payment. Or pay in person the next time you visit the museum. PCAM accepts cash, checks, credit cards and PayPal.

Due to increased volume near the time of the Air Show, renewal requests received after August 1, 2013 cannot be guaranteed to be processed by mail. So if you want your free pass to attend the Air Show, don't delay! Renew your membership now!

The Pacific Coast Air Museum is a tax-exempt, 501(c)(3) charitable organization. ★

July in Aviation History...

The SR-71 still fascinates fifty years after it was developed, because of its extremes of performance and the mystique that surrounded it from its very beginnings. President Johnson first announced the existence of this highly secret plane in July 1964. It was the top spy plane in the world throughout the remainder of the Cold War. Then on July 27-28, 1976, SR-71s set three key records: highest altitude in horizontal flight at 85,069 feet, speed over a straight course of 2,193 mph, and speed over a closed course of 2,092 mph. The PCAM collection includes an SR-71 nose, engine inlet "spike", reconnaissance camera, and vertical fin. We also have a D-21 drone, part of the A-12/SR-71 project. ★

Air Show Flashback

Upside down... or mostly upside down... or kind of stopped but pointing straight up... It's all good at Wings Over Wine Country. Here, Bill Cornick gives the crowd a view of the pretty paint job on the top wing of his Pitts S-2C.



Gift Shop Volunteer Opportunities

The gift shop would love to have interested people join the volunteer team. Open hours are Tuesday, Thursday, Saturday and Sunday 10:00 a.m. to 4:00 p.m. Some early mornings and evenings are available as we head into summer event season. Come join the gang. We're having a lot of fun! ★





The Pacific Coast Air Museum

Location

One Air Museum Way, Santa Rosa, CA, 95403
www.pacificcoastairmuseum.org
707-575-7900

At the Charles M. Schulz-Sonoma County Airport, north of Santa Rosa. Hwy 101 north to Airport Blvd. and go west. Turn left on North Laughlin Rd, right on Becker Blvd. then right on Air Museum Way.

Hours

Tuesday, Thursday, Saturday and Sunday.
10:00 a.m.—4:00 p.m.

“Climb Aboard”

A selected aircraft is available to “Climb Aboard” the third weekend of each month (weather permitting). Please visit our web site at www.pacificcoastairmuseum.org or call 707-575-7900 for details or more information.

Member Meetings

Normally held on the third Wednesday of each month, 7:00 p.m. at Mesa Beverage Company, Inc. 3200 N. Laughlin Road, Santa Rosa, CA

“Straight Scoop” Newsletter

The museum newsletter, “Straight Scoop” is published monthly and is available online on the museum’s web site. Members are highly encouraged to submit articles for possible publication. The deadline is the 26th of the month prior to publication. All articles in the newsletter are covered by copyright. If you wish to submit articles or use any of the content, please contact: Peter Loughlin, Editor, in care of the Pacific Coast Air Museum, One Air Museum Way., Santa Rosa, CA 95403, pcam-news@loughlinmarketing.com 707-575-7900.

Membership Renewals

\$30 per year individual; \$45 per year for families. Send renewals to the museum, address below.

Address Corrections

Please send to:
Pacific Coast Air Museum
One Air Museum Way
Santa Rosa, CA 95403

Please visit our web site at

www.pacificcoastairmuseum.org

or call 707-575-7900 for details or more information.

Board of Directors

Glenn Barrett 707-479-5209
Tom Chauncy 707-542-3529
Art Hayssen 707-321-2040
Steve Herrington 707-575-7900
Julia Hochberg 707-523-2800
Lynn Hunt 707-235-2552
Kristina Keck 707-583-7911
Allan Morgan 707-575-7520
Jim Sartain 707-528-1400

Officers

President
Lynn Hunt 707-235-2552

Vice President
Jim Sartain 707-528-1400

Secretary
Kristina Keck 707-583-7911

Controller
Tim Delaney 707-542-1110

Chief Financial Officer
Judy Knaute 707-545-7447

Director of Museum Operations
Christina Olds 707-575-7900

Director of Marketing
Doug Clay 925-736-7962

Director of Aircraft & Exhibits
Ron Stout 707-327-8199

Director of Flight Operations
Lynn Hunt 707-235-2552

Air Show Director
Wayne Seamans 707-575-7900

Director of Education & Special Events
Allan Morgan 707-575-7520

Valuable Assets

Administrative Assistant & Facilities Manager
Duane Coppock 707-546-4388

Aircraft Acquisitions
Jim Cook 707-575-6944

Educational Tour Coordinator
Allan Morgan 707-575-7520

Exhibits Coordinator
Mary Jane Brown 707-566-9032

Gift Shop Manager
Mike Lynch 707-575-7900

Guest Speaker Coordinator
Charley Taylor 707-665-0421

Business Development Dir.
Roger Olson 707-396-3425

Membership Records
Mike George 707-575-7900

Planned Giving Coordinator
Barbara Beedon 707-695-3683

Oral History Program
Barbara Beedon 707-695-3683

Volunteer Chair
Norma Nation 707-525-9845

Volunteer Coordinator
Phyllis Morton 707-538-53033

Volunteer Coordinator: Air Show
Position Vacant

Newsletter Editor
Peter Loughlin 707-704-6498

Web Administrator
Peter Loughlin 707-704-6498

PCAM YouTube Video Channel
<http://www.youtube.com/user/PCAMvideos>



STRAIGHT SCOOP July 2013

*Climb Aboard
"Korean War"
A-26 Intruder, F-86H Sabre
RF-86F Reconnaissance Sabre,
F-84 Thunderstreak
July 20-21*

REMEMBER THESE DATES

Thursday July 11	11:30 a.m.-1:00p.m.	Hot Dog Thursday (Note date change)
Saturday July 20	5:00 p.m.-8:00 p.m.	Western Pig Bar-B-Que
Saturday August 10	9:00 a.m.	Boy Scout Aviation Merit Badge Class
Friday August 16	6:00 p.m.	Wings Over Wine Country Performers' Reception
Sat & Sun August 17-18	9:00 a.m.	Wings Over Wine Country Air Show
Saturday September 21	7:00 p.m.	Movie Night: "It's a Mad, Mad, Mad, Mad World"

Pacific Coast Air Museum
One Air Museum Way
Santa Rosa, CA 95403
707-575-7900
www.pacificcoastairmuseum.org