



Change in the Air for Museum Exhibits

By Christina Olds

Everyone is invited to see our fun, new interior exhibits. Even the color of the walls has changed!

In mid-July a letter landed on my desk inquiring whether PCAM would be interested in the donation of some exhibits built by the previous director of the Model and Train Museum in Concord, CA. When accompanying photographs tumbled out of the envelope, I ran around like an excited second grader and all of us in the office let out a collective "Heck yeah!"



Museum remodeling and redecorating experts (from left to right) Stan King, Bill Greene and Jim Fletcher.

In early September, exhibits manager Mary Jane Brown and I set off on a day-long odyssey to go visit the collection in Upper Lake, 90 miles north of Santa Rosa. Suffice it to say we were stunned when we walked into Michael and Lee Pratt's home museum, housed in a separate building on their lovely rural property. "Giddy" would be another good word to describe our reaction. Michael gave us a tour and offered all of the aviation related exhibits as a permanent donation to PCAM. What a windfall!



Exhibits Coordinator Mary Jane Brown wrangles a collection of models generously donated by Michael and Lee Pratt of Upper Lake.

Once home, I started making plans to give

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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"

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our exhibit hall a whole new look, starting with new paint for the walls, and then set a date with the Pratts to return with a team and a very large truck. On October 8 we started deconstructing existing exhibits. Stan King opened up the wall between two exhibit cases on the gift shop side to prepare for a very special exhibit being loaned to us by the Space Station Museum in Novato (<http://thespacestationca.org/>).



A few days before Halloween this future astronaut and her dad paid a visit to PCAM. She was one of the first to check out our new exhibits and is shown posing in front of this authentic Apollo space suit on loan from the Space Station Museum in Novato.

Flashback to the Wings Over Marin Gness Field air show on September 21 when Duane Coppock and I staffed a PCAM exhibit table. Fortunately, we were under a tent with other exhibitors because the skies opened up and poured until 2:00 PM. Sadly, the rain affected the air show but, happily, visitors crowded under the tent and we were able to introduce many Marin

people to PCAM. The exhibitors were also able to visit with each other and a gentleman by the name of Kenneth Winans from the Space Station Museum came over to introduce himself. What followed was a lively discussion that turned into the happy prospect of our two museums partnering on exhibits and events. I asked Ken if he had anything "extra" in his storage space he could lend us and one week later, Duane and I drove down to Novato to check out his nifty mu-

seum and stored collection. The result is what you will see when you enter the gift shop. We now have an Apollo space suit and several other items on display!

Our new wall paint colors for the main room and also for the space exhibit cases were donated by Jim Cook and Hawley Paints. Thank you, Jim! We completed the painting over three days (Oct 12-14) thanks to team work by Bill Greene, Stan King, Jim Fletcher and me. On the morning of October 15, I rented a 20' U-Haul truck. With Mary Jane riding shotgun with me, we were followed up to Upper Lake by Ron Stout driving with Bill Greene and Tony Bassignani. The packing and loading of the exhibits took all day and our weary crew drove back to PCAM at 5:00 PM. The next day we unloaded the exhibits, returned the truck and got to work setting everything up.


The room is still a work in progress, with basic completion date set for November 15, but there are some great interactive displays now in place. These include an 8' scale model of the USS Intrepid (complete with aircraft) and an 8' scale model of a Korean War era air base with buildings and airplanes. These two exhibits simply must be seen to be believed. Each of them has lights that connect educational text to specific aircraft for a truly interactive experience. The Pratt collection also includes a cockpit complete with all instruments that children can climb into. Most of the "children" we've already observed taking time in the cockpit are well over 30 years old! Many schoolchildren have been photographed standing in front of our Apollo space man display and heads are craning in the main exhibit room as the ceiling starts to fill up with model aircraft. We are also in the process of receiving the generous gift of 20 aircraft and spacecraft models built by Fonco Creative in Lagunitas, many of which were built for Lucas's ILM division as miniatures used in movies (including a few built for the Star Wars prequels).


These are exciting times for the Pacific Coast Air Museum, as we approach our 25th year and take steps to expand our educational horizons to cover the history of flight from the Wright Brothers onward into Space. Now is the perfect time to bring your family and friends for a good long visit at PCAM! 🌟

KJZY After Hours Dance Concert was a Success on All Levels

The balmy evening of October 3 saw a whole new crowd descend on the museum as popular Sonoma County radio station KJZY (93.7 FM) held one of their monthly summer "Jazzy After Work Concerts" on the grounds. More than 300 people arrived with folding chairs, blankets, and picnics for a concert and dance featuring Jami Jamison and her band performing vintage jazz, blues and swing. This was the first time KJZY held their concert at PCAM. The musicians set



up in front of the F-15. The smooth concrete surface of the jet pad proved to be a perfect dance floor as couples and several happy individuals indulged their love for moving to music. PCAM provided wine and beer sales while two restaurant venues, Rosso Pizzeria and Willie Bird, operated concessions offering wonderful food. Wine was very generously donated by Hook & Ladder, Mazzocco, Kenwood Vineyards, Harvest Moon, Rodney Strong, and Foppiano. Eagle Distributing donated a keg of Hangar 29 beer. A grand time was had by all and a new tradition was born at the museum. After 100% glowing reviews from patrons as they departed at twilight, plans are now underway for more concerts next summer. The evening was too much fun not to do it again - and again! We'd like to emphasize that this concert turned a notable profit for PCAM, but more importantly we gained exposure to a large group of local residents, many of whom knew nothing about PCAM until that evening. KJZY produced a video of the event and it can be seen at <http://youtu.be/aK2gWc4225A>. 

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Volunteers: Register Your Hours

We need all volunteers to come in to PCAM and register your hours for 2013 by the end of November, if you haven't already. This is very important.

Many organizations that offer grants or donate money or equipment look at volunteer hours as an indication of the relative strength of a non-profit like PCAM. The more active our volunteers, the better our chances of receiving such contributions. So record your hours now and help your museum with its future fundraising! ✨

Airport "Red Baron Flyer" Fall issue

The Charles M. Schulz-Sonoma County Airport publishes its own newsletter quarterly. Read the Fall 2013 issue:

http://www.sonomacountyairport.org/sites/sonomacountyairport.org/files/upload/redbaronflyer_fall2013.pdf ✨

President's Message for PCAM's 25th Anniversary Year

My two favorite proverbs are "May you live in interesting times" and "The more things change, the more they remain the same."

These prophetic phrases could not be more true for your air museum than right at this moment. Change is good for us and is all around us. One only has to walk through our display areas to see the many magnificent changes and additions there. The ongoing maintenance and restoration work to our fleet is clearly evident even to the casual onlooker.

Change is also evident in less visible areas as our team of volunteers works diligently to produce an air show next year unlike any other. Our museum's fledgling Flying Wing arm is growing in leaps and bounds as it grooms itself for the restoration and operation of its first flying assets. Stay tuned for more on this group of volunteers.

As if this wasn't enough, plans are being developed to relocate the museum to a spot a stone's throw to the north, that would provide us valuable ramp and hangar space. In 2014, PCAM will celebrate its 25th birthday. I would encourage everyone to watch the website, read the newsletter and come to our general meetings or run the risk of missing out on the fun.

— Lynn Hunt

Annual Veterans Luncheon Nov. 7

The Santa Rosa Rotary and Kiwanis Clubs will host their "Annual Tribute to Our Veterans" luncheon at the Santa Rosa Veterans Memorial Building on November 7, from 11:30 a.m. to 1:30 p.m. A special panel of guest speakers includes PCAM member Darrel Shumard, former P-47 pilot with the U.S. Army Air Corps. Also speaking are Frank Sheuler (U.S.N., post-Korea), Anthony Byrnes (U.S. Army, Vietnam era), Craig Reeser, U.S. Army (Iraq), and Ezbon Jen, moderator (U.S. Army, Vietnam era). Over 700 are expected to attend. Tickets are \$15.00 each. For further ticket information contact Mari Featherstone at 529-0588. ✨

New Members Since the Last Newsletter

Donald Clouston, Santa Rosa
Isaiah Stephenson, Santa Rosa
Gianfranco Pellegrini family, Santa Rosa

Air Show Flashback

This remarkable Lockheed PV-2 Harpoon flew in on Friday evening. It was recently rescued from a field in Lake County and restored just in time for the 2013 Air Show.



In Case You Missed It: October 16 Member Meeting Guest Speaker: James "J.R." Williams

The Downing of Manfred von Richtofen

By its nature, the study of history is an uncertain thing. In the case of armed combat – the most tumultuous of all historical events – the eyewitness accounts that emerge are typically tainted by the observers' solo point of view, adrenaline, and personal biases. Few pause to write detailed objective notes while the bullets are still flying, and even photographic evidence can be misleading. Long after a battle, long after a clash has lost its status as a "current event" and become what can properly be called history, the original eyewitnesses are often long gone. It is up to succeeding generations to interpret the evidence that is left and build as factual a picture as possible of what actually happened.

Such is the case with what may be the most famous aerial battle of all time, and certainly the most famous of World War I, when Captain Arthur Roy Brown of the Royal Naval Air Service shot down and killed Manfred Albrecht Freiherr von Richtofen – the Red Baron – late in the morning of April 21, 1918...

...and the dissention begins, and the audience splits into different camps, each arguing for a different theory of what really happened, because many say Brown did not

shoot down von Richtofen. Nor did Snoopy, but that's another story.

PCAM was fortunate to have a distinguished guest from an organization dedicated to these discoveries. At our monthly Member Meeting on October 16, 2013, James "J.R." Williams, President of the League of WWI Aviation Historians provided a detailed and provocative look at the final flight of the Red Baron, and explained much of the controversy surrounding it.



Manfred von Richtofen

About the League of WWI Aviation Historians

The League was founded 1985, and is the pre eminent group for all things regarding WWI Aviation History. The League's quarterly journal *Over the Front* is recognized as the premier publication on World War I aviation, and has been published for the past 29 years. J.R. brought copies of *Over the Front* to the meeting, which were available for a modest donation per copy. League membership numbers about 1000 worldwide, and includes many leading historical researchers, educators,

modelers, pilots, RC enthusiasts, historical tourists, and artists. It's open to anyone, and the yearly membership of \$60.00 goes almost exclusively to publication of *Over the Front*. Early in the League's history some of the few surviving Great War pilots were members, and now they have several "Sons of History" and a "Daughter of History" as members – the children of these same men who actually fought in the skies a hundred



The last photo of von Richtofen while still living, taken the morning of April 21, 1918. He is fourth from the right, standing alone. He was killed by a single .303 British round later that day.

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years ago. League historians have appeared as expert guest speakers on the History Channel show "Dogfights" and other programs and documentaries. The League website www.overtthefront.com is a great resource for videos, photos, news, and other information. All officials of the League serve on a strictly volunteer basis. As J.R. said, it's truly a labor of love. The League of WWI Aviation Historians is a registered 501-c3 non-profit organization.

Von Richtofen's Final Flight

J.R. used the story of Baron Manfred von Richtofen's last day as an example of the kind of research the League does. Seemingly countless analyses of April 21, 1918 have been written over the years, some of the best by League members. Anyone interested in the story can easily find enough material online to keep him or her busy for a month, so we will not try to recount everything here. But a brief look at the evidence and opinions is appropriate, if only to shed light on the excellent work done by the all-volunteer League.

Von Richtofen was born in 1892 and was originally in the German cavalry. He transferred to the German air service and eventually came to lead Jagdstaffel 11 ("Fighter Squadron"), usually shortened to Jasta 11. He was later made leader of one of the first true Fighter Groups, Jagdgeschwader 1, which was also known as

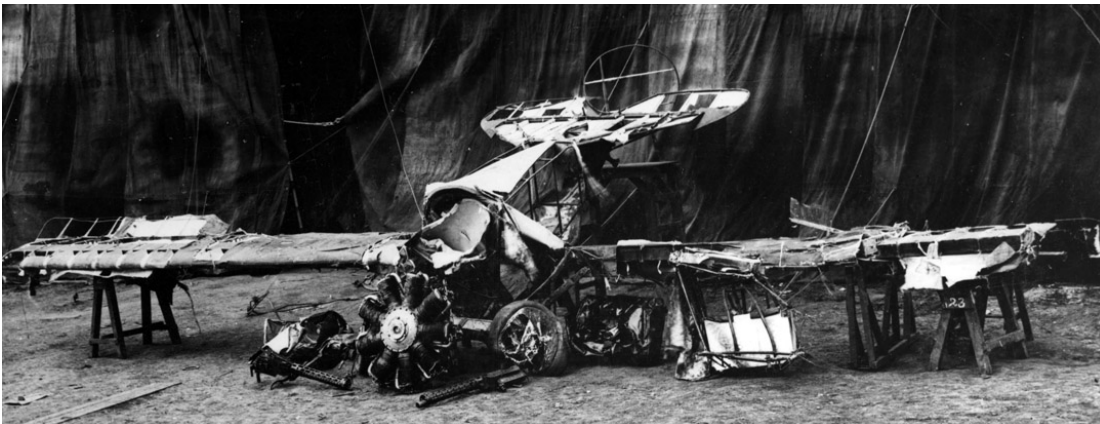


J.R. stands approximately where von Richtofen's plane came to rest on Morlancort Ridge, adjacent to the Somme. Many members of the League of WWI Aviation Historians travel extensively to visit locations important to World War I aviation history.

the "Flying Circus" because of the planes' colorful paint jobs and the group's extreme mobility. By April 20 of 1918 he had 80 confirmed kills of British planes.

Von Richtofen had been wounded in the head in July 1917 and was still subject to headaches and other discomfort, particularly because of the changes in pressure between ground level and patrol altitude of over 15,000 feet.

He and other members of Jasta 11 were flying near Morlancort Ridge near the Somme River around 11:00 a.m. on April 21. Von Richtofen was in his most famous plane, an all-red Fokker Dr.I triplane. They became engaged in a dogfight with several British planes of 209 Squadron. At one point, von Richtofen peeled off to pursue a Sopwith Camel that was fleeing the action, flown by novice Canadian pilot Lieutenant Wilfrid



This is von Richtofen's final mount, an all-red Fokker Dr.I Triplane, in which he was shot down on April 21, 1918. Virtually all the damage you see was caused by British personnel, who ripped it apart for souvenirs. It was only moderately damaged during the landing. J.R. said that the engine, seat, and some other parts are still in various museums and private collections around the world.

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"Wop" May. Their chase led them down the Somme, low enough that they were kicking up spray from the surface of the river. Another Canadian, Captain Arthur Roy Brown saw that May was in deep trouble, and dove from Richtofen's left while making a difficult and brief deflection shot. Observers on the ground noted that there was no apparent effect when Brown fired. Brown had to pull up sharply to avoid crashing, and May and von Richtofen continued downriver.

They were behind British lines, flying above and near a number of British emplacements including artillery and a pontoon bridge. There were several anti-aircraft machine guns, one in particular manned by Cedric Popkin, an experienced senior gunner. Dozens or even hundreds of veteran Australian soldiers were all around, each armed with a Lee-Enfield rifle. May continued to evade the bright red triplane, and at one time flew around the steeple of a small church in the village of Vaux. Soon after, von Richtofen broke off his pursuit of May and turned back east, flying past Popkin a second time. Suddenly von Richtofen's plane reared up, then settled down into a controlled descent. In a few seconds it landed in a field adjacent to an Australian installation on top of Morlancort ridge. The surprised Aussies ran out to it, but by then von Richtofen was dead.

Who Really Killed the Red Baron?

Brown was credited by the RAF with the kill although he never put in a claim. One is forced however to consider other historical "magic bullets" because forensic evidence shows that von Richtofen was killed by a single bullet entering his *right* side and exiting out the *left* breast. Brown had shot from the left. Popkin had been shooting from the right at the moment the red triplane made its lurch skyward. He was on top of a bluff on the river bank and was actually shooting slightly down at von Richtofen, so his bullets had the correct trajectory for that fatal shot. This leads many to credit Popkin with the kill. However, others had also been shooting from the right, including dozens of sharp-eyed Aussies with their Lee Enfields and a pair of mess cooks whose turn it was that Sunday morning to man their camp's machine gun. And since all guns involved shot

the same .303 British round – Brown's, Popkin's, the cooks' and all the Lee-Enfields – there is no way to eliminate anyone based upon caliber.

Von Richtofen's single wound was fatal within a few seconds. After Brown made his desperate deflection shot, the German continued flying for about a minute and a half before his forced landing, far too long had he been wounded by Brown's guns. Popkin and others were firing at the moment the triplane lurched upward. So it is almost certain that a British ground gunner had shot the Red Baron, and not the Canadian flyer.

But how did von Richtofen get himself into a position where he was so vulnerable as to be shot at simultaneously from all around? He was ordinarily a careful and conservative pilot. J.R. explained that a combination of fatigue, post-traumatic stress, and pain from his wound may have caused von Richtofen to momentarily lose track of just how far behind the lines he was, and to lose his situational awareness. His head wound had also caused changes in his personality in addition to the obvious pain. Chances are he had been fighting too long and too hard, and that he should have accepted the repeated requests by the German high command to hang up his goggles and leave the flying to younger men.

Though in many flyers' hearts the only proper way for an aerial warrior like von Richtofen to die is by the shot of another aerial warrior, sound historical study seems to have it otherwise. Good scholarship is like that. It can shatter romantic illusions.



J.R. stands at the modern location of von Richtofen's grave in Germany.

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Illusions that Become Real

Sound historical research can also actually confirm some of our romances, and here's an example of that, also brought to you by the League of WWI Aviation Historians. During J.R.'s question-and-answer session, one of our members asked if the stories of chivalry among World War I pilots were true or just fabrications. J.R. described the following instance where honor ruled the day over the trenches, and showed us a photo that proved it.

The photo shows a very young British pilot named Wingfield. He is standing with two German officers, one of whom is Leutnant Wilhelm Frankl, the eighth German pilot to have received the coveted Blue Max medal. Frankl had fought the less-experienced Wakefield into a forced landing, though Frankel's own guns were inoperable. Upon capturing Wingfield, Frankl took him to his squadron HQ, where the British pilot met and dined with the other German fliers and presumably had a smoke and a drink. Then naturally enough he was taken off to a P.O.W. camp in Germany. Wingfield was only nineteen years old at the time, yet he was still treated with all the respect due an officer and a gentleman.



Wingfield (left) photographed with his captor Leutnant Frankl (center) during his cordial reception at squadron H.Q. before being sent to a P.O.W. camp.

Wingfield's capture was already on the record, but no one knew it had been at Frankel's hands until members of the League discovered this photo and other evidence in 2009. The picture was found by the great grandson of one of the Germans from Frankl's squadron.

Our Gratitude for a Look Back

J.R.'s was a fascinating and information-packed presentation and though this is a long article it does not do him justice. He covered performance specs of the aircraft involved, personality traits of the main characters, details of camp life before and after this pivotal event, and the fate of various parts of von Richtofen's plane (which was demolished by soldiers and flyers in quest of souvenirs). In addition to the great controversy over who killed the Red Baron, he described other aerial battles, discussed other leading fighter pilots of the day, and explained early dogfight tactics. Most stories we hear nowadays are about jets so it was a fascinating change to get a glimpse of the men and tactics of a century ago, many of which still influence air combat to this day.



Sorry Snoopy, but you didn't get him either.

And speaking of influence, von Richtofen's death created an opening in the leadership of Jagdgeschwader I, the famed Flying Circus. The first man to replace von Richtofen was killed in an accident within a month. The next man in the position was an ambitious young Oberleutnant named Hermann Goering. Goering held that prominent and influential position until the end of the war, and we all know what heights (or rather lows) he moved on to. As J.R. asked us, what might have happened if von Richtofen had survived, and had been the one to take a leadership role in the Germany that arose after the War to End All Wars?

About James "J.R." Williams

J.R. is President and Chairman of the Board of Directors for the League of WWI Aviation Historians. He is also their Director for Marketing and Advancement. As part of his involvement with the League, J.R. has been a guest commentator on the History Channel and on WarBird Radio. He is a frequent speaker on WWI aviation history and has made numerous research trips to northern France, Belgium and Germany. Learn more about the League of WWI Aviation Historians at <http://www.overthefront.com/>. ★

Flown West

Charles “Chuck” Bowman

Chuck spent many years at PCAM as a docent, earning a Volunteer of the Year award along the way. He especially loved giving tours to groups of elementary school children, and guided many such groups through our grounds over the years. He passed away on October 11, 2013 at the age of 86.



Chuck was a lifelong resident of Santa Rosa. He served in the U.S. Army Air Corp and was part of the Okinawa Occupation at the close of World War II. He married Mary Lazelle in 1952 and was her loving husband until her passing in 1989. Most of his working years were spent as an estimator for Malone Hardware and as part-owner of and lab director for Structural Testing. He is survived by two daughters, a son, and six grandchildren. Chuck was a member of the SF Caledonian Club and the Northern California Highland Dance Association. He was a member of the Roseland Lions Club. He worked tirelessly in genealogy and amassed an impressive family history in the days before computers. He had many interests in addition to his work at PCAM, and will be remembered for his integrity, work ethic, sense of humor and kindness.

[Chuck's full obituary](#) is available online. ★

Phil Croel

Phil was a PCAM member and the Advertising Director for the Pacific Coast Air Museum and Wings Over Wine Country Air Show from 2000 to 2005. Phil was diagnosed with Parkinson's Disease in his late 50s, and battled it bravely over the years. He passed away on October 15 at his home in Florida at the age of 75.



Phil was born in Michigan and moved to Florida eight years ago after spending many years in Santa Rosa, CA. He was a CEO in the office furniture industry and West Point graduate (class of 1960). Phil was a friend, mentor, concert pianist, teacher, leader, daily inspiration and patriarch. He volunteered his talent and time to multiple community organizations including the Big Brothers program and PCAM. Phil loved his family and friends deeply, and took an interest in everyone he met. As Parkinson's diminished him physically, he started a new company he named "Walking Tall" and made beautiful walking sticks. He had a constant smile on his face and was a great example of not letting adversity get in the way of living life to its fullest. Phil is survived by his wife Susanne, four children, four brothers and sisters, and six grandchildren.

[Phil's full obituary](#) is available online. ★

November 20, 2013 Speaker Information

Mark Fajardin: An Insider's Look at Aircraft Acquisition and Restoration

Mark will provide an inside look at the activities and accomplishments of our aircraft restoration crews. He'll show rare photos and relate interesting stories to illustrate what it's taken to fill our field with the best collection of airplanes and helicopters around.

He'll feature the recovery, assembly, and restoration of the F-4 Phantom II and other aircraft, along with a journey through our very first air show. This will be a photo journal with many pictures that museum members have never seen. He'll also discuss the world of military aircraft acquisitions, pulling back the curtain a bit into this misunderstood and fascinating world so members can get a better understanding of how things work and who the players are. ★



Aviation Day at Sonoma Jet Center Flies High Again

Aviation Day 2013 on sunny Saturday, October 5, at Sonoma Jet Center was another success! Over 50 kids (that's right, *fifty*) were taken on FREE airplane rides courtesy of pilots who volunteered their time and expenses through the Experimental Aircraft Association's Young Eagles program. PCAM brought over its great Hot Dog Thursday crew and provided over 250 lunches for Aviation Day attendees. Visitors also enjoyed hands-on learning opportunities that included...

- A great experiment on the forces of flight by local maintenance shop Barron Air
- Avionics testing by new local avionics shop J&R Electronics
- Metal riveting with materials donated by Van's Aircraft
- Cockpit climb-aboards from PCAM

Other participating organizations and companies included: North Coast Air (flight school), SkyTime (helicopter tours), Santa Rosa 99's (women pilots), Mead & Hunt (airport construction), Sonoma State University/NASA (rockets), Angel Flight (medical flights), Wine Country Flyers (remote control aircraft), and Horizon Airlines. ★



Lessons in aircraft riveting from Van's Aircraft. Aviation Day exposes kids to many aspects of aviation besides piloting.



Approximately fifty young people got free airplane rides, donated by the volunteers of the EAA Young Eagles program (flight experience photo from a previous year's Aviation Day.)

November in Aviation History...

The F-15 Eagle has been called the most successful fighter in history. At the time the F-15A was first delivered to training squadrons on November 14, 1974, there was nothing in the sky that could beat it, and that is still largely true for the modern F-15E and other marks. Though F-15s have shot down approximately 100 planes, all sources seem to indicate that no F-15 has ever been shot down by an enemy aircraft, though there have been losses from accidents, AAA and SAMs. The F-15 is expected to be in service with the U.S. Air Force (and undoubtedly other nations) beyond 2025. PCAM has F-15A serial number 77-0102 in its collection, which was one of the first two military planes on station over Manhattan on the morning of September 11, 2001. ★



Huey a Hit at North Bay Science Festival

By Jim Sartain

The third annual North Bay Science Festival was held Saturday, October 26, 2013 at the Sonoma County Fairgrounds. The first event was held a few years ago at Infineon Raceway and had an attendance of 4,000. Last year's event, at the Fairgrounds, had attendance of 7,000. The goal this year was 10,000 and by all accounts we hit or exceeded this goal. The event is free to the public, and the sole purpose of the NBSF is to expose students to the occupations available in science, technology, engineering, math and others. It is also formatted to be a very fun day.

The Pacific Coast Air Museum had its Huey there the entire day. This was made possible by a generous donation by Precision Crane, which supplied the crane and tractor/trailer that transported the Huey from the museum to the Fairgrounds and back.



The PCAM Huey is lowered into place at the Sonoma County Fairgrounds for the 2013 North Bay Science Festival. The crane was generously donated by Precision Crane, without which it would not have been possible to bring the Huey.

Huey Crew Chief Paul Ricci and I met the Precision Crane crew at the Museum at 6:30 that morning. The Huey was loaded in the dark and driven down to the Fairgrounds and set in place by 8:00. Board member Tom Chauncy joined Paul and me, and the three of us escorted approximately 3,000 attendees through the Huey.

Our Huey was one of the main attractions at the Festival. It gave PCAM some great exposure and a chance to tell hundreds of people about our museum and our programs. We also distributed hundreds of our air show programs. We had the Huey back in place at PCAM at 7:00 that night, also in the dark.

Our Huey UH-1H spent four tours in Vietnam, from 1967 to 1970, and served with the 1st Air Cavalry and the 101st Airborne Division. Once back in the States it served in the California Air National Guard. It was retired in 1995 and came to PCAM the next year. Nearly 5,000 Hueys were shot down during the Vietnam War. ★

Mark Your Holiday Calendar: Santa Fly-In December 21

Santa Claus will be at the Pacific Coast Air Museum on Saturday December 21! He'll be flying in on a REACH Air Medical Services helicopter at around 10:30 AM. This free event is open to the public, and will feature free bags of goodies for the kids, a chance to sit on Santa's lap, and more. Food like that at our Hot Dog Thursdays will be available, plus some special additions. The Gift Shop will be open, with wonderful toys and other gift ideas for your children or grandchildren, including gift certificates.

When: Saturday, December 21, 2013, 10:00 – 4:00

Santa Arrives by Helicopter: Approximately 10:30 AM.

Where: Pacific Coast Air Museum

Cost: FREE! ★



Movie Night Report: Ghost Beechcraft Spotted in Butler Hangar

For our last Movie Night of 2013 on October 5, PCAM showed the 1963 comedy classic “It’s a Mad, Mad, Mad, Mad World” in the Butler Hangar. That’s the World War II era hangar with the curved roof just to the north of the Museum grounds.



In the days before computer animation, real pilots had to fly real airplanes to make good action shots. Frank Tallman flew an actual full-sized Beech C-18S through the Butler Hangar at Santa Rosa to get this remarkable footage. Those are movie “pilots” Buddy Hackett and Mickey Rooney in the upper picture. We suspect Mr. Tallman looked a bit more self-assured during the actual flight.

But what’s that about a Ghost Beechcraft? One of the most memorable scenes in the movie is when stunt pilot Frank Tallman flies a classic twin-engine Beech C-18S through that very same hangar. Yes, our Butler Hangar was the actual location used for that remarkable piece of stunt flying. As we watched hapless “pilots” Buddy Hackett and Mickey Rooney swoop through that narrow steel tunnel, we could almost feel the slipstream and see a streak of shiny aluminum shoot past in the dark. Melodramatic? Perhaps, but this article is being written on Halloween.

[Wikipedia](#) says that Tallman flew through the hangar

“at about 150 knots, with only 23 feet of clearance from wingtips to walls and only 15 feet from the top of the tail to the hangar ceiling.”

Great Flying Scenes

Elsewhere in the movie, the same plane buzzes a control tower, flies through a billboard, and eventually comes to a stop by crashing through the glass wall of an airport terminal. Other flight scenes involve a vintage Standard J biplane. See some of these online:

- Butler Hangar scene:
<http://www.youtube.com/watch?v=xsu3hiP1ikQ>
(The hangar scene starts at about 2:30.)
- Billboard fly-through:
<http://www.youtube.com/watch?v=WICIFboq5vI>
- Standard J biplane:
<http://www.youtube.com/watch?v=XeetQ2e6qkg>

The Perfect Atmosphere

Historical movie setting or not, the Butler Hangar provided the perfect venue. A variety of aircraft were parked all around. Most notable was the A-26 Invader which was parked in the west entrance facing east, the same direction from which Tallman flew the Beech. It sat there in the dark, presiding over the evening, seemingly a bit disdainful of the silly antics on screen. It was built, after all, for much more serious business. Lynn Hunt managed the projection and Tom Chauncey ran the popcorn machine.

Honored Guest Tom Hitchcock

We were honored to play host that evening to Vernon Thomas Hitchcock, a little-known but vital figure in Sonoma County’s aviation history.

“Tom” Hitchcock was born in 1919, and graduated from Purdue University in 1940. He flew with the Navy during WWII, the Army Air Forces having rejected him for being too tall. His first flight was in the Navy N3N on November 7, 1941, soloing one month later. He progressed through SNV “Vultee Vibrator,” the OS2U “Kingfisher,” and Consolidated PBY. Along the

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way he became a Naval Aviator Instructor. In January of 1943 Tom began DC-3 training for the Naval Air Transport Service at the American Airlines facility in Ft. Worth, TX. During his service as a line pilot for NATS, Tom would often get assigned to be an instructor in the R4-D (DC-3) at Olathe Kansas.

And that brings us back to Movie Night. In September 1944 Tom had a student whose name is by now familiar to you: Frank Tallman!

After WWII Tom left the Navy and began his Commercial Airline career, flying DC-3s and Lockheed Constellations with various airlines. While at TWA, Tom met hostess Betty Orr, got married, and moved to California. They had 5 children, 11 grand-children and 1 great-grand-son. This May will be their 65 anniversary!

Tom left TWA and enrolled in Stanford University's Law School, while staying active in USN reserves out of Alameda, flying P2Vs. After graduating, he became Deputy Attorney General for the State of California and then Deputy County Counsel for the County of Sonoma, where he became instrumental in convincing the board of supervisors that the Sonoma County Airport needed a tower and a VOR. Tom was also instrumental in organizing and promoting the first annual Sonoma County Air Festival and Control Tower Dedication. The widow of General "Hap" Arnold of WWII fame broke the ceremonial bottle of champagne at the dedication ceremony. Many other dignitaries attended, including Paul Mantz, pioneer aviator and Hollywood film flier. When he saw the open-ended Butler Hangar across the field from the tower, Mantz realized it would be the ideal location for a sequence in the upcoming movie "It's a Mad, Mad, Mad, Mad World." As you know by now, this was later put on film, with the flying done by



The A-26 presided over everything, including Tom Chauncy's popcorn making.



Craig Hanson introduces guest of honor Vernon "Tom" Hitchcock



The Butler Hangar made a wonderful movie theater for a film featuring aircraft.

Tom's former student Frank Tallman. We would like to thank Tom for his commitment to aviation in Sonoma County, and also Craig Hanson for contributing Tom's story. 🌟

2013 Elections for Board of Directors

Each year three members of the Board of Directors are elected to serve three-year terms. The terms of directors Sartain, Hayssen, and Keck will expire December 31, 2013. All three are eligible to seek re-election if they choose to run. Elections will be completed during the next few months. Two of the directors will be elected by the membership and one will be elected by the Board of Directors.

Our Bylaws require that candidates for the board of directors be *General Members at the time of nomination*. Before or after nomination, the Nomination Committee will determine whether candidates are qualified to serve. (Incumbent directors are presumed to be qualified and their candidacy is not evaluated by the Nomination Committee.) In making its determination the committee considers at least the following:

- Is the candidate a General Member?
- How long have they been a member?
- Why do they want to serve as a director?
- How do they see the position of director?
- Have they ever served as an officer or director of any non-profit organization?
- Are they presently serving as an officer or director of any non-profit organization? If so, how long have they served and what office do they hold?
- What is their present or former employment?
- Will they be able to regularly attend board meetings?
- Will they be able to regularly attend member meetings?
- Will they be able to commit at least a few hours per month to Museum business outside of the meetings?
- Will they be able to assist at the air show?
- Do they have ready access to email?
- What qualities do they possess that will make them an asset as a director?
- Does the candidate appear to be someone who will be able to get along in a group of eight other strong personalities?
- Is the candidate willing to assume responsibility for a major project or division of the Museum?
- Does the candidate understand the board's policy concerning conflicting interests?

To be elected, a candidate for director must be nominated. This includes incumbent directors. Nominations may be made in one of three ways:

- You may nominate yourself.
- You may nominate another.

- The nomination committee may nominate one or more candidates.

The nominations may be in the form of a written nomination, on a form provided by the Museum, or verbally, no later than at the November 20 general meeting, 7:00 pm, at Mesa Beverage Company, Inc. 3200 N. Laughlin Road, Santa Rosa, CA.

All candidates will be given an opportunity to make a brief verbal campaign statement during the November 20 general meeting.

If you intend to run for election or intend to nominate someone else, please be sure to do so no later than the end of the time provided at the November 20 meeting. *If you intend to nominate someone else please discuss it with them first as they must be willing to explicitly accept the nomination, either in writing or verbally at the November 20 meeting.*

After the time provided for nominations has passed, the Nomination Committee will complete its evaluation of all candidates who have accepted nomination. Those candidates who are deemed qualified will be so notified and included on the ballot.

Each candidate appearing on the ballot will be given the opportunity to submit a written statement to be included with the ballot. *Submission of the statement must conform to these rules:*

- You must submit your statement no later than 5:00 p.m., Wednesday, November 20, 2013.
- All statements must be *submitted via email*, to admin@pacificcoastairmuseum.org.

Statements may not exceed 100 words, including your name. If over 100 words, only the first 100 words will be printed. You may use any legible style of font, not greater than 12. Other than adjustment for font size and the 100-word restriction, your statement will be printed as submitted.

If you are considering being a candidate, you are urged to prepare this statement now as it will be of help in making your verbal statement at the November 20 meeting.

If you have any questions concerning the nomination or election process, please call President Lynn Hunt at 707-235-2552. 📞



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 encouraged to submit articles for possible publication. Deadline: 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: 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

Visit our web site at www.pacificcoastairmuseum.org or call 707-575-7900 for more information.

Read the “Red Baron Flyer,” the quarterly newsletter of the Charles M. Schulz-Sonoma County Airport: <http://www.sonomacountyairport.org/red-baron-flyer>

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	707-636-4090
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

Mark Fajardin 707-477-0377

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 Coordinator

David Kinzie 707-575-7900

Volunteer Coordinator:

Air Show
David Kinzie 707-575-7900

Volunteer Chair Emeritus

Norma Nation 707-525-9845

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

November 2013

*Climb Aboard
A-6E Intruder
November 16-17*

REMEMBER THESE DATES

Thursday November 7	11:30 a.m. - 1:30 p.m.	Annual Veterans Luncheon at S.R. Veterans Building
Thursday November 14	6:00 p.m. - 9:30 p.m.	BBCA 4th Annual Stars & Stripes Dinner, Kentfield
Saturday November 16	6:00 p.m. - 11:00 p.m.	USS Hornet Museum Anniversary Gala, Alameda
Wednesday November 20	7:00 p.m. - 9:00 p.m.	PCAM Member meeting at Mesa Beverage
Friday December 6	6:00 p.m. - 8:00 p.m.	Explorer Post 707 meeting in PCAM Board Room
Wednesday December 18	7:00 p.m. - 9:00 p.m.	PCAM Member meeting & Holiday Party at Mesa Beverage
Saturday December 21	10:00 a.m. - 4:00 p.m.	Santa Fly-in at PCAM. Santa lands appx. 10:30. Free!

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