



Flight Ops Ground School Begins

First T-28 Class Held

The up-and-coming PCAM Flight Department held its first training on May 18 –19. This was a ground school intended for pilots and crew of the museum’s soon-to-fly T-28. The participants were eager and enthusiastic about the two-day course and the opportunity to get to know this outstanding aircraft on a more personal basis. At-



tendees were Jim Abell, Chuck Root, Barney Hagen, Paul Heck, Larry Carrillo, Bill Canavan, Jack Caldwell, Brad Reich, Jim Long and Jocelyn Tiedemann. Topics included the T-28’s normal and emergency procedures, aircraft systems, and operating limitations. As the Flight Department continues to grow and organize, similar events will be scheduled. Watch the newsletter for more information. ★

Walk Through or Fly on a B-17, B-24, or P-51: June 5-7



The Collings Foundation B-17 "909", B-24 "Witchcraft" and P-51C Mustang will be in Santa Rosa during their annual "Wings of Freedom" tour June 5, 6, and 7, 2013. Donations of \$12 for adults and \$6 for children under 12 are requested for access to up-close viewing and tours through the inside of the aircraft. WWII veterans are admitted at no charge. Or

have your own 30-minute flight experience for \$425. Flight training in the P-51 is \$2200 for a half hour or \$3200 for a full hour. For hours, reservations, and other details, visit the Collings Foundation's Wings of Freedom page at http://www.collingsfoundation.org/cf_schedule-wof.htm. Where? Sonoma Jet Center, 6000 Flightline Drive, right at the airport.

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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”

Of Fleets, Luscombes, and a Plywood Helicopter

We recently received a letter from John Parmer. John was one of the first members of the Pacific Coast Air Museum, and is currently a life member. He's 93 now, and shared some of his own aviation memories.

John lived in Southern California in the years prior to World War II, and soloed in a 1937 Fleet biplane with California Flyers at Mines Field, which is now Los Angeles International Airport or LAX. His two favorite planes were that Fleet and a Luscombe, which he describes as "beautiful, fast and sleek... and "A little getting used to but well worth the try."



N8620, the 1937 Fleet in which John soloed in 1940.

John worked in the electrical contracting business, and in September 1941 had tried to enlist in the U.S. Army Air Corps. The recruiter turned him down because he did not have at least two years of college, and told him to go get as much experience in the aviation field as he could because he felt the college requirement would soon be dropped. So John applied at the North American Aviation Inglewood plant, and he eventually worked in all P-51 Mustang and B-25 Mitchell departments. He later worked in the experimental department and became a service and flight inspector.



John's girlfriend at the time, and future wife, standing with one of his favorite planes, a Luscombe.

The Flying Easter Egg

Driving to work each day he noticed a two-car garage with the doors wide open. Inside was what looked like an aircraft tail section. One day John stopped and struck up a conversation with the builder of the craft, Fred Landgraf. Mr. Landgraf was building a plywood helicopter and hired John practically on the spot, agreeing to pay him with shares of stock in his Landgraf Helicopter Company. John worked for him three hours a day, from noon until 3:00 p.m., whereupon he would leave for his swing shift at North American.

On December 7, 1941, John was driving to his girlfriend's house when he heard about Pearl Harbor. In the weeks and months that followed, he put in his time for both Landgraf Helicopter and North American. Despite his obvious value to the war effort with both firms, he started to feel like a draft dodger. He enlisted for a stint with the SeaBees and eventually was involved in the Okinawa campaign. After the war he went back and continued to work for Landgraf Helicopter.

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The egg-like Landgraf H-2 was built of molded wood, with dual rotors out on booms. Directional control came from ailerons at the tips of each rotor. Controls were very simple: only a stick and a throttle. It had automatic collective pitch control. The engine was an 85-horse Pobjoy radial and the entire craft weighed only 850 pounds. Crew: one.

John was involved in all stages of development, including the many structural tests to determine the strength of glue joints.

Its first flight was in November 1944. The H-2 flew very well and proved very stable as the test pilot, Mr. Landgraf, reported. This was a good thing, as he had never flown an aircraft before. Further flight testing was done by an Air Corps lieutenant. Performance was great, it took off vertically, hovered well and flew at a rather high speed. It handled well on the ground. A crash due to mechanical failure demolished the ship but left the pilot unharmed.

Later, the Air Force issued a construction contract and Landgraf found a corporate partner. But the military took a different tack in helicopter development and the deal fell through. Landgraf was liquidated in 1948.

We would like to thank John Parmer for contributing this great story and photos! 🌟



Ever ride in a flying Easter egg?



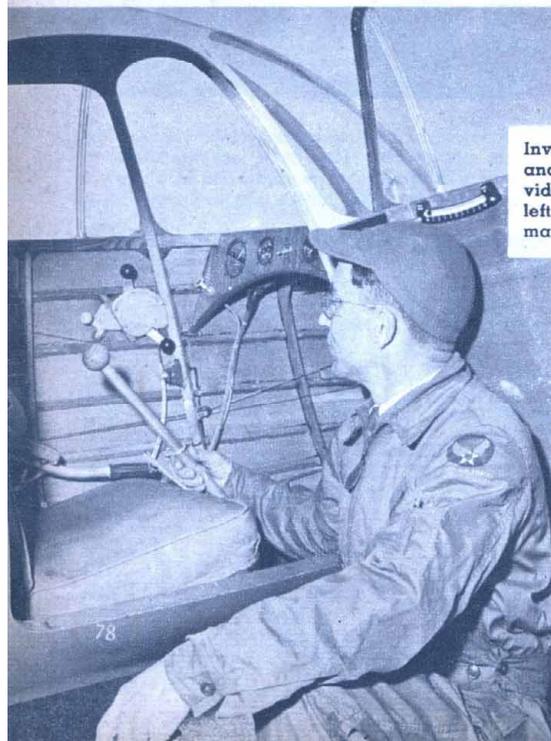
Shock of power-off, emergency landing can be sustained by retractable, tricycle landing gear.

Photos by Ross-Pix

THERE'S an Easter egg in the sky! But it's the "Flying Easter Egg"—a new single-place helicopter called by that name because of the oval shape of its plywood fuselage. (See cover.)

Designed by Fred Landgraf, the H-2 can make 100 mph on its 85 hp Pobjoy engine. The center of gravity of the 850-pound craft lies *ahead* of the rotor axis, insuring greater stability.

Landgraf has stressed simplicity in his controls in order to appeal to a wider public—only stick and throttle action are necessary for flight. •



Inventor-designer Landgraf, below, checks the "spoilers" and ailerons on the tips of the rotor blades. They provide directional control. The automatic pitch control, left, allows the pilot to concern himself only with maneuvering the stick, the throttle and the foot pedal.



An Unexpected Intruder

By Lynn Hunt

As our air museum closes in on its 25th anniversary it is worthwhile to revisit those moments in time that give us a history. There are milestones of all kinds, many being documented by signposts, others cast in concrete and some even tucked away in old, archived newsletters. Then there are those that are simply stories, passed on from one generation to the next, as yet undocumented but they nonetheless represent significant moments in the growth, development or simply the life of the museum. They often reflect the true character of the museum and the people who made it what it is. This is one of those stories.

It was still dark and foggy, a typical 5:00 a.m. Sunday morning in Santa Rosa. It was July and the Sonoma County Fair was due to open its gates the following day. This year would be different because the County Fair would have for the first time a display from the Pacific Coast Air Museum. It wouldn't be your typical kind of display either. A group of hearty museum volunteers was about to move our Grumman A6 Intruder all the way from the museum to the fair grounds, a distance of some 13 miles.

By 5:00 a.m. almost all of the participants had arrived at the museum. Much preparation had gone into the move, and the wings were already folded. We discovered that if we inflated the lift struts all the way the A-6 would actually roll out the entrance gate which would save us the cost of a crane. A route had been carefully planned, taking into account road width, overpasses, traffic, and low hanging telephone wires. We had a detachment from the Sonoma County Sheriff's Office to provide traffic control. A member's pickup did the pulling and two of us rode along perched on top of the aircraft, armed with wooden poles, ready to battle with those pesky phone lines.

The trip out the gate, down Laughlin Road and down Airport Boulevard was uneventful. Fortunately the traffic on 101 was light as we crossed over the overpass. We wondered what some early riser might think if

they thought they saw an airplane crossing the freeway in the darkness. As we started down Old Redwood Highway we encountered our first wires but the team was able to spot them and gently lift them over the tips of our folded wings. We continued on down Mendocino Avenue to Santa Rosa Avenue, made a left at Sonoma Ave and a right turn onto Brookwood. As we neared the intersection of Brookwood and Bennett Valley Road our procession ground to a halt. While we waited there, a party went on ahead to scout the very tight space that would allow us passage under the Highway 12 overpass.

By now it was approaching 6:00 a.m. We were parked in the middle of Brookwood Avenue. Gary Greenough and I were still perched on the wing, waiting for our clearance. As we stood there we heard the front door of the house next to us open and we observed a little old lady walk out of the house, down the steps and down the front path. It was still pretty dark but there was now enough light to be able to see this all develop. She had apparently not seen us yet and she bent down to pick up her morning paper.

As she stood up, Gary in a loud voice said "Excuse me ma'am, is this 656 Brookwood?" (having just read the address off the curb). She looked up and even in the subdued light it was easy to see the look of surprise on her face. She stammered and said "Yeeess it is" to which Gary replied "That's what we thought. Where do you want us to park this thing?" She didn't react, or I suspect simply couldn't react. A combination of factors, the time of day, her level of consciousness, the sight we presented, all contributed to her lack of speech. I remember thinking that this might not go over so well but then she started laughing.

Her reaction, the picture we must have made, and the entire undertaking make up one of those special moments that contribute so much to the heritage of our museum. The Intruder was a huge hit at the County Fair, and the team that pulled it off had a blast. And of course the return trip wasn't nearly as much fun.

Told from the ever-dwindling memory of your current president, I think. 🌟

President's Message: Safety First

By Lynn Hunt

During June a group of PCAM board members will conduct a safety inspection of the museum site. Their job will consist of several elements. They will be looking for any features that present a potential safety hazard to the visitors and volunteers who frequent the museum. They will also be looking at our collective level of organization, testing our levels of training and preparedness and documenting their findings. Possibly their most important contribution will in demonstrating how important safety is and must be to our museum.

The Pacific Coast Air Museum has a good but not stellar safety record. We have had accidents. In each case we reacted quickly, instituting important and effective changes to prevent similar things from happening again. It is of paramount importance that PCAM place the health and well-being of its patrons and volunteers as its very highest priority. A healthy and pro-active safety program is an important first step in achieving this goal. When an accident happens it means our program has failed because we were incapable of anticipating the circumstances and preventing its occurrence in the first place. The important message this team will be bringing is that each and every one of us has an important stake in this. All of us must and should be safety inspectors whenever we are active in the museum.

Our challenge is significant. It's hard enough being open to the public on a regular basis. When you mix in the large number of young children we get, the inherent risks of climbing into airplanes, exposure to elements, and the everyday hazards of just maintaining our grounds, you have a potential recipe for disaster. To us our aircraft and grounds seem safe. After all, many of us flew and worked on them when they were loaded with volatile fuel and live ordnance. When empty, they seem tame to us. But to a non-indoctrinated visitor even a small lapse of judgment could mean a serious injury.

A staff of safety-conscious volunteers suitably trained and equipped is our first line of defense at preventing accidents. As a result of recent discussions, PCAM is launching a program to comply with SB-198 (California's Cal- OSHA Program) and also to build up



One of the greatest things about PCAM is that people can interact in, on, around, and among real aircraft, some of which are operable, but this is also a hazard. We're taking an important new look at safety issues, from top to bottom.

to compliance with the FAA's mandated Safety Management Program. This is especially crucial as we enter our new phase as an aviation museum with flight operations. But you won't have to figure it all out on your own—PCAM will provide appropriate training to all personnel involved and will institute certification programs for those individuals who drive heavy equipment like fork lifts, tractors, bomb loaders, and tugs. We'll make it as easy as possible for everyone to remain involved and to have fun doing it.

PCAM needs every member to be on a constant vigil for any safety hazards or situations that may result in unfortunate events. Please join me, the board and all of our hard-working volunteers in making safety our greatest concern and the well being of visitors and volunteers our highest priority. 🌟

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. ✪



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! ✪

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.

Gift Shop June Special

So popular we carried it over from last month! Assorted "Sky Wings" and "Classic Props"

WWII and Jet aircraft models are marked down. Regularly \$10.99 to \$11.99, now only \$7.49. These make great gifts for youngsters and oldsters alike! ✪



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

In Case You Missed It: May 15 Member Meeting Guest Speaker

Major Tom Byrne USAF (Ret.): A Tanker Pilot's Perspective

On Wednesday May 15 the guest speaker at our monthly member meeting was Major Tom Byrne USAF (Ret.), former KC-135 Stratotanker pilot. Tom participated in a pivotal bombing campaign during the Vietnam War: Operation Linebacker II in December 1972, that brought the North Vietnamese back to the negotiations table and paved the way for an end to that conflict.

Tom began pilot training through the ROTC in September 1968 at Webb AFB, Texas and completed KC-135 transition training at Castle AFB, Atwater, California in February 1969. He was commissioned a 2nd Lieutenant. Pilot training at that time was rigorous, highly competitive, and very thorough, except in one area; they were never taught a thing about enemy capabilities, technology, weaponry, or tactics. This suddenly became a serious issue upon graduation, when the new pilot was faced with choosing a specialty.

Decisions, decisions...

Most new pilots wanted fighters, since that's where all the dash and glory was, and the best often got them. But with no information about what you'd be up against, how did you know it was really what you wanted? You might choose a sedate-looking OV-2, only to end up a target for AK-47s and casually tossed stones. Or a B-52, but what were those rumors of new Soviet surface-to-air missiles all about? And as our September 2012 speaker Wayne Laessig found out, you could ask for cargo ships and end up flying AC-119

gunships instead, dodging everything in the enemy's arsenals (see the October 2012 issue of the Straight Scoop).

Tom wanted to be an airline pilot so he asked for tankers. At the time, the airlines needed pilots and since the KC-135 is a converted Boeing 707, these pilots came out of the service pre-trained. In fact, the airlines would sign contracts with pilots immediately upon their graduation from KC-135 school, promising them a job as soon as their tour of active duty was complete. Alas, for Tom it was not to be. A couple weeks before his graduation, the airlines ended that program saying that they had all the pilots they needed so his stint as a tanker pilot lasted a bit longer than expected.

The life of a KC-135 pilot proved stimulating and worthwhile. The KC-135 crew was essentially autonomous. They would receive orders to refuel something in a certain area at a certain time, but how they took care of business was largely up to them.

Operation Linebacker II

Linebacker II was a series of bombing raids by B-52s intended to bring the north to its knees.

Targets were in the heavily defended Hanoi and Haiphong areas. The first Linebacker II raid took place the night of December 18, 1972, involving 129 B-52Ds and B-52Gs from air bases at U-Tapao (pronounced YOU-ta-pow) and Guam. Several B-52s and their crews were shot down by SAMs during this campaign. Many others were damaged and limped back to their bases. The danger came from poor American planning, and from the unexpected use by the North Vietnamese of Soviet-supplied SA-2 "Guideline" SAMs. The story of Linebacker II is too



Tom and a T-38 during training

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long to tell here, but it is enough to say that in the end it succeeded, though it was very costly and nearly a disaster for the U.S.

Earlier in December, Tom and his crew had been sent to U-Tapao air base. They were assigned to Young Tiger operations, the program of refueling fighters and strike aircraft. He and his crew were to refuel the F-4s that were providing cover to the many attack planes that went after SAM and AAA sites during Linebacker II. He did not refuel any of the B-52 involved in the raids.

This was a tough assignment. There they were, 25 years old, 4:00 in the morning, with dozens or even hundreds of F-4s, KC-135s, B-52s, and other planes crammed into a comparatively small airspace. The tankers would fly in five-plane cells, each plane separated by a set distance. They flew a racetrack pattern outside the combat zone but still in enemy airspace. The F-4s would come up one after the other to refuel. By today's standards, the analog navigational radar systems and tiny monochrome CRT screens were crude, but that's all they had to keep them in position in the darkness. There were no inertial navigation systems—they relied on celestial navigation.

Over the intercom they could hear the routine reports, stress-filled chatter, and panicked screaming of bomber and strike plane crews, some hit, some trying to evade enemy fire, and the rest trying to figure out what was going on.

This went on for eleven nights. The only previous combat loss of a B-52 was in November 1972. Then in the space of eleven days the Air Force lost fifteen, with nine more damaged. "Of the 92 BUFF crewmen shot down, 26 were rescued, 33 were captured and 33 were killed." (This and other facts about Linebacker II obtained from the article "The 11-Day War" by Robert O. Harder, *Aviation History*, January 2013.)

They were shocked at the losses. The B-52s had seemed invulnerable, and this heralded a frightening



A KC-135 refueling F-105s over Vietnam

change. Worst of all on an emotional level, they were forbidden from talking about it because it was all secret. No information was provided to the pilots and crews, so they had no way to gauge what their own degree of danger was or how to avoid getting shot down themselves.

This only became public many years later, but after a couple nights morale dropped so low that some B-52 and KC-135 crews refused to fly unless the horribly flawed U.S. tactics were changed. Previously, the bombers had been restricted to tightly defined routes over the target, which the North Vietnamese quickly learned. These restrictions were loosened up (partially officially, and partially by looking the other way when crews disregarded them) and nightly losses dropped.

Another fact disclosed only in later years was that the North Vietnamese turned off their tracking radar and sent up MiGs with lights and radars off. The MiGs fell into formation behind the B-52s to radio back course, airspeed, altitude, and bearing—all the information the missile crews needed to launch the SAMs in salvos. This had the effect of eliminating the U.S. electronic warfare officers (EWOs) who previously had a number of means of defeating the SAMs.

But this salvoing also cost the North Vietnamese; they often fired four or even six missiles at one bomber and

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they began to run short. A month later, in January 1973, the Paris Peace Accords were signed and air operations pretty much came to a halt.

Many writers have said that KC-135 operations were key to the entire conflict and rightly so. Fuel-hungry strike aircraft and bombers would never have made it to and from their targets otherwise. Hundreds of planes and pilots were saved by the timely intervention of a well-placed tanker. For a fascinating account of the Young Tigers and some amazing saves, read the article "The Young Tigers and Their Friends" online at the Air Force Magazine website (<http://www.airforcemag.com/MagazineArchive/Pages/1998/June%201998/0698tigers.aspx>)

On Nuclear Alert

With no airline job waiting for him, Tom didn't have much choice but to remain in the service flying KC-135s on nuclear alert back in the States. This was an unpleasant business. His crew was assigned to a group of five B-52s, along with four other KC-135s. They were on alert for one week every three weeks. When on alert they had to spend all their time on base.

During that week, he and his crew had to spend all their time together. If one went to the PX or officers' club, they all went. They all rode in the same vehicle and carried their radios at all times. The ready room or "mole hole" was a windowless bunker-like building with nothing for entertainment but a pool table and a TV. Worst of all, there were five armed B-52Hs just outside, each with four twenty-megaton bombs on board. He recalls seeing those bombs being wheeled around on bomb carts, and it was not a pleasant sight.

A Miscellany of Missions

When not on nuclear alert, Tom and his crew led an exciting life. One day they might refuel the Thunderbirds on their way from Cleveland to Tampa. Another they might escort a flight of F-4s to Hawaii. Or take a B-52 from Guam to Thailand.

One of their repeated missions was to escort and refuel the advanced RC-135 reconnaissance planes flying out of Alaska. These planes were heavily loaded with the most cutting-edge cameras and snooping gear, and their job was to fly as close to Soviet airspace as possible to discover when Soviet radar picked them up. Some of these RC-135s were shot down over Soviet territory, which is a fact still not widely known.

Back in the Summer of 1971 Tom pointed his plane to the South Pacific to support RC-135s as they observed French nuclear testing. This program had been going on for a number of years though the French did not want us around and had actively warned us away. A few RC-135s had been lost—whether through accidents or other causes has never been clarified.

Tom was scheduled to separate from the Air Force in June 1973. His last scheduled mission was to the Gulf of Mexico to help train F-16 pilots in refueling. They had 4 tankers stacked up at 16,000, 20,000, and 24,000 feet. He had one F-16 approach head-on from below. By the time the fighter reached his altitude they were closing at 1000 knots. All he saw was the smoke from his exhaust—the F-16 probably missed by ten feet. That very close call made him fully realize he was ready to do something else.

Bio

Tom was born and raised in Minnesota and attended Saint Thomas College in St. Paul on an Air Force ROTC scholarship. He received his BA Degree in May 1968 and was simultaneously commissioned a second lieutenant in the Air Force.

Tom was discharged from active duty in June 1973 to attend law school in California. He later worked as a government contract attorney for Honeywell's Avionics Division, which was then a major subcontractor on the Space Shuttle and the "black" Stealth Fighter programs. He was also in the active reserves assigned to Air Force Systems Command at Patrick AFB, Cape Canaveral, Florida, where he was promoted to Major. Tom moved to California in 1980 to practice civil law, and currently resides in Santa Rosa. ★

June 19, 2013 Speaker Information

Colonel Joseph A. Abbott USAF (Ret.): Cold War Fighter Pilot to Air Attaché in Islamabad

Our June 19 member meeting features Colonel Joseph A. Abbott USAF (Ret.) He will talk about flying F-111s, F-16s, and his experiences in Kosovo, Desert Storm, and other recent conflicts. He'll also describe his ultimate assignment as U.S. Defense and Air Attaché to Pakistan.



Colonel Joseph A. Abbott received his commission in 1980 as a distinguished graduate of the Air Force ROTC program at the University of Arkansas. He is a command pilot with more than 2,900 hours, primarily in F-111, F-16, and C-12 aircraft. He is a graduate of the USAF Fighter Weapons School, the Air Command and Staff College, the Armed Forces Staff College and the Industrial College of the Armed Forces.



An F-111 "torching."

Colonel Abbott has previously commanded at the squadron, group and wing levels. He is a Joint Specialty Officer with tours at U.S. joint and NATO allied staffs, and deployments working directly for

the Joint Forces Air Component Commander in Operation Desert Storm, and the Commander of Headquarters KFOR, in Kosovo. He has participated in operations Desert Storm, Joint Forge, Joint Guardian, Enduring Freedom and Iraqi Freedom.

Colonel Abbott culminated his 30-year career by serving as U.S. Defense and Air Attaché to Pakistan. He retired from the USAF on 31 January 2011. ✪

PCAM Float Wins Prize in Rose Parade

Bruce Tinkham and Tony Bassignani turned our float trailer into a great exhibit titled "Surfing the Airwaves" for Santa Rosa's May 18 Rose Parade. Congratulations to them and to the others involved—the float won the Thomas P. Keegan Award for Best Entry Using Local History. The trophy sits proudly on the PCAM boardroom table. The float also participated to great applause in the Town of Windsor and Healdsburg parades in May.

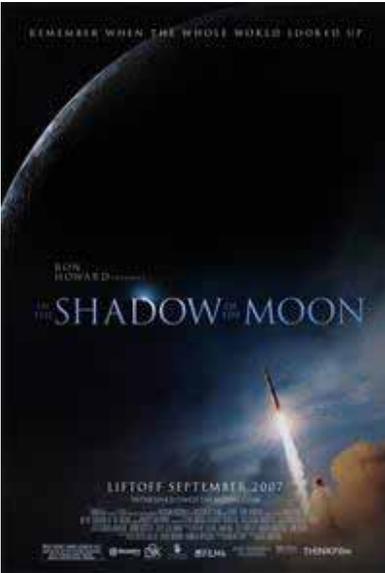


Bruce Tinkham (left) and Tony Bassignani (right) apply the clouds to PCAM's Rose Parade float.

The float commemorates Fred Wiseman, a local pilot who in 1911 made the first air mail delivery in the United States. It wasn't official, because Wiseman was not a sworn representative of the U.S. Postal Service. But it's a colorful piece of local history. But the Smithsonian recognizes his journey as the first motorized air mail flight in America—he carried three letters, fifty copies of The Press Democrat newspaper and some coffee! His canvas and wood biplane proudly hangs in the Smithsonian's National Postal Museum on the Mall in Washington D.C. ✪

Movie Night!

Saturday June 22: "In the Shadow Of The Moon"



Note the date change! The June Movie Night is Saturday the 22nd.

We'll be showing "In the Shadow of the Moon." This Ron Howard film is a documentary about the Apollo 11 mission. Released in 2007, it features numerous former Apollo astronauts and other key participants in Apollo 11 and other missions. It won the Sir Arthur Clarke Award for Best Film Presentation and the World Cinema Audience Award at the Sundance Film Festival.

This "fun-raiser" is FREE to members and their friends and families! The gate will open at 6:00 p.m.. We'll be showing some short videos and cartoons as dusk falls, and then start the films once it gets dark enough. Bring your picnic baskets, blankets, lawn chairs and favorite beverages and enjoy a lovely evening under the soft Sonoma skies.

We're pleased to announce the success of the May Movie Night, when we screened "Memphis Belle." Because of the wind we had to move into a nearby T-hangar, which turned out to be a cozy and very appropriate venue! 🌟



Above: the crew had to move the custom-built PCAM Cinema Screen into a nearby T-hanger because of the wind. It looks like a square sail from a clipper ship, and probably would have functioned as one had we remained outside. The hangar was actually very comfortable.



Right: Like every good night at the movies, this one started with a cartoon and a newsreel. In this case, Donald Duck demonstrated a singular lack of talent as a paratrooper in "Sky Trooper."

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. ✪

June in Aviation History...

June was a big month for the A-26 Invader. Designed as an attack bomber during WW II, it got off to an inauspicious start. Its first combat sorties were flown in the South Pacific in June 1944, but pilots rejected it in favor of the older A-20 it was supposed to replace! Later on, our pilots loved it when they tried it out in Europe in September 1944. Then in June 1950 A-26s (by now redesignated B-26) were some of the first U.S. aircraft to fly combat missions over Korea. On the 27th and 28th they hit targets in South Korea, and on the 29th carried out the first U.S. bombing mission in the North. The PCAM A-26 was built in 1944. Here it is at the 2012 Wings Over Wine Country Air Show. ✪

Air Show Flashback

A gleaming B-25 Mitchell sits on the ramp about an hour before taking off to do several flybys, along with a large collection of other warbirds. During the 2013 show, the ramp will be open for an hour-long photo session, so don't miss this chance to get close-up shots like this yourself!



New Members Since the Last Newsletter

Harold Patton - Santa Rosa
Aubrey Rumberger - Clovis, CA



Educational Outreach Programs Continue to Influence Local Kids

The Pacific Coast Air Museum has a very active educational outreach program, interacting with kids all over Sonoma County and beyond.

In May, PCAM's Director of Education & Special Events Allan Morgan did a presentation to 120 fifth- and sixth-graders at McKinley Elementary School. His very interested and attentive audience got a basic education in the principles of flight. Some got a ride in an impromptu flight simulator (a swivel chair) to experience the effects of various control inputs. And Allan's well-used wooden biplane model was again called upon to demonstrate the principles of lift, thrust, drag and weight. Later, the whole group took a field trip to the museum and got a tour.



Allan Morgan demonstrates the principles of flight to 120 students at Petaluma's McKinley Elementary School.



Flight simulator: an ordinary swivel chair serves very well in demonstrating the basics of flight controls.

And on May 23, 60 6th graders from Petaluma and 28 8-year-old day care students visited the museum.

Nice work Allan and everyone else involved! ✪

Also in May, a group of eight-year-olds from the Solairus Day Care Center spent part of their day on the PCAM grounds, having lunch under the wing of the F-15 and exploring the Huey. And because it was National Service Day, they later helped wash the T-37 Tweet and the BD5-J.



A group of eight-year-olds helped wash a couple of our planes after enjoying lunch under the wing of the F-15 and checking out the Huey.



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.

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



STRAIGHT SCOOP

June 2013

*Climb Aboard
"AV-8C Harrier
June 15-16*

REMEMBER THESE DATES

Wed. June 5 - Fri. June 7	Times TBD	Collings Foundation B-17, B-24 & P-51 at S.R. Airport for Ground Tours and "Flight Experience" rides
Thursday June 6	11:30 a.m.	Hot Dog Thursday
Friday June 7	6:00 p.m.	Aviation Explorer Post 707 meeting, PCAM board room
Sat/Sun June 15-16	10:00 a.m. - 4:00 p.m.	Climb Aboard: AV-8C Harrier
Saturday June 22	6:00 p.m.	Movie Night at the Museum: "In the Shadow of the Moon"
Saturday July 20	5:00 p.m.	Annual PCAM Pig Feed BBQ
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

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