



Flying on 909 A Flight Experience on the Collings Foundation's B-17

By Peter Loughlin

"I think you should do it. We can afford it now, and maybe we won't in a few years." I didn't need any further urging. My wife Terry (always very supportive of my interests) had earned sainthood yet again, this time by giving her blessing to what was to be a spectacular half hour in the air.



The view through the radio-gunner's hatch. To me, this one shot sums up the whole experience better than any other.

I called in to work the next day with some lame excuse about car trouble, and drove to the Santa Rosa airport for my afternoon flight in the B-17. Two men were already turning the props over manually. There were seven other passengers that day, and we got a briefing on the ground. We would have to sit down and strap in for taxi, takeoff and landing. During flight we would be free to go anywhere in the plane except the tail gunner's position, the ball turret and the flight

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Have Your Own Ground Tour or Flight Experience: 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. For hours, reservations, and other details, visit the Collings Foundation's Wings of Freedom page at http://www.collingsfoundation.org/cf_schedule-wof.htm

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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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deck. They told us to hang on during flight, to anything except the control cables because if you grab those, you're flying the plane, not the pilots. It then struck me: this is the real thing.

We climbed in and I strapped in to my folding jump seat in the waist, right down on the floor. Sure enough, there were the control cables, all exposed. Browning fifty-caliber machine guns, ammo feed chutes, yellow oxygen bottles, and the complete functioning ball turret hanging just six feet in front of me. This was no stripped-out shell of a Flying Fortress. The guns may not have been functional but the plane was indeed the real thing.

They started an engine. It made a metallic coughing sound and started to roar. The whole plane shook and vibrated so you could see it, and as so many writers before me I am forced to say it "came to life." A second engine fired and the noise, vibration, and motion doubled. Oxygen hoses quivered, the ammo feed chutes jiggled, and those control cables vibrated like guitar strings. Blue smoke curled in. It smelled wonderful. The plane rocked and surged a bit, with the propellers pulling on it. It was so noisy already I hardly noticed when the third and fourth engine started.

Eventually we started to taxi and another set of sounds



Pilot portrait, through the navigator's astrodome.



On the ground in Santa Rosa, before the flight.

could be heard above the engines: the creaking and squeaking of the airframe. It was an old ship and a flexible one, and you could see every frame and rivet and there was no insulation or inner skin to hide its sounds or other secrets. Pop, squeak, rattle, groan, tick, snap, and the constant hum of the propellers and roar of the engines. It must have been practically mind-numbing on a long, cold mission. I watched the tail wheel mechanism undulate up and down, absorbing the weight of the plane as we bounced along.

We took off, circled the airport once as we climbed, and headed north. The impressions would fill half a book. I'll stick to the highlights.

The plane bounced lazily around, like a boat on a mild day but more unpredictable. It was a constant dance to stay upright. Hang on.

I squeezed past the ball turret mechanism and entered the radio gunner's compartment. There was an old man in there, with a blissful look on his face. He was old enough to have been an original crew member but it was too noisy to start a conversation. The hatch was open, slid forward on its track. We were cruising at 160 knots and the roar of the slipstream, propellers, and engines filled the compartment. I stood on tiptoe

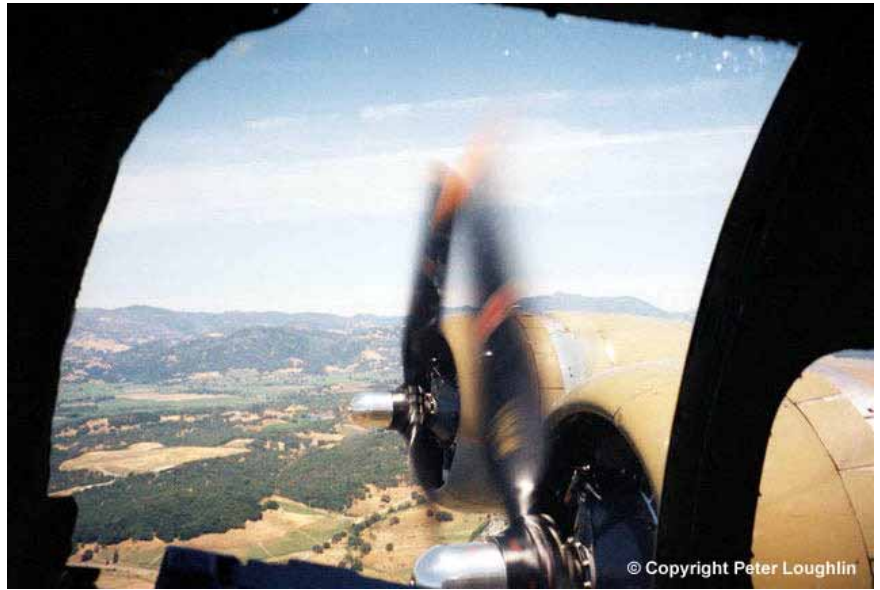
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and looked aft at the big fin, and saw the rudder move out past the fin occasionally as the pilot kicked the pedals. To me, this sight will always typify this flight the most; somehow I was both in the plane and outside it at the same time, with the wide open sky above and the green-gray-gold Sonoma hills all around. "Best seat in the plane," shouted the old man and I nodded in agreement.

I stepped through the forward hatch and entered the bomb bay. This ship was made for dropping bombs, and its crew was an afterthought. The catwalk between the bomb racks and its simulated fiberglass bombs was only six inches wide, and there were no hand holds except the bomb racks. When I looked down, I saw the closed bomb bay doors flapping a bit in the wind. Through the cracks between them I saw the landscape rolling past us three thousand feet below.

A few minutes later in the nose, I knelt at the Norden bombsight and looked through it just as we crossed the Russian River. It was hot in there, with the sun coming through all that plexiglass. I looked out to port and starboard at the engines. I could tell they were just loafing around, nowhere near full power. And all the time it was creak, pop, tick, tick, squeak, whoosh, like being in a metal shed on a windy day. I shot a portrait of the pilots through the navigator's astrodome. I



The sounds of the plane were unforgettable: engines and propellers roaring,

stood in the top turret, which made me feel uncomfortably exposed, and tried to imagine what that would be like with an FW-190 diving on us. No thank you.

I moved aft again. The wind came in everywhere, through the cracks between the bomb bay doors, around the ball turret, through the hatches and every other opening. We were asked to take our seats again. Sitting on the floor, I could see only sky and clouds through the waist gun openings, but I could feel the turns and judge our course by the changes in the angles of sunlight.

Sooner than I expected we were back on the ground, the pilot making a perfect landing. The noise increased as we rumbled down the runway. I felt and heard the tail wheel touch down practically right under me.

This was 909's last passenger flight in Santa Rosa that year, and they didn't kill the engines. The B-24 "Witchcraft" had already departed. The remaining ground crew threw their duffle bags and other gear into the plane and climbed in. The engines throttled up again and a few minutes later the eight of us stood quietly and watched as she gathered speed down the runway, lifted off just opposite us, and climbed out into the afternoon sky. ✪



A unique view of Healdsburg.

In Memory of Kathleen Palmer

On Saturday, April 13, we lost a very dear friend when Kathleen Palmer of Healdsburg passed away after a long and brave battle with pancreatic cancer. Kathleen was not only a close friend to many of us, but as a long-time member and supporter of the Museum she was also the designer and manager of our Pacific Coast Air Museum website. Through Sonoma Connection, the company she ran with her husband John Essman, Kathleen provided years of exemplary service by maintaining both the Museum and Wings over Wine Country websites, running all of our social media and managing our Straight Scoop Newsletter email system.

Many people don't know that Kathleen was one of the Bay Area's original technology pioneers. In the early 1980s she helped implement the first audio/voice response systems in California and was among the first to implement corporate network and email systems for both PC and Macintosh computers. Before moving to Healdsburg and establishing Sonoma Connection with John, Kathleen worked as a network engineer and then Messaging Services Manager for Autodesk in Marin. She brought not only exceptional expertise and talent to the services she provided through Sonoma Connection, she had the rare quality of truly caring about the museum and the people here. She became a true friend to many of us. Those of us who were fortunate to work with Kathleen realized that she was not only a talented professional but possessed an exceptional diplomatic ability to work with many diverse personalities, as was evident when she organized the annual Chamboree held at the museum. Kathleen's warm, caring presence and sweet smile will be sincerely missed by all.



Pacific Coast Air Museum is setting up a fund to receive donations in Kathleen's name. 100% of the proceeds will be given to her husband, John Essman. We welcome donations in any amount. Please be sure to write "For Kathleen Palmer Fund" on your check and mail Attn: Duane Coppock, Pacific Coast Air Museum, One Air Museum Way, Santa Rosa, CA 95403. Thank you. ★

PCAM Patio is Receiving a New Roof



Our deconstruction crew has been hard at work removing the old sheet plastic layers that comprised our old roof, in preparation for a new one. A big storm in early March helped start this much-needed project. The wind carried away significant chunks of the old roof which had already been weakened by years of sun and weather. Stay tuned for a brand new look to our back patio. Kudos to the gang, now in construction mode! ★



May 2013 Aircraft Work Report

By Ron Stout

We had a dry winter season, so our spring projects are more of a continuation of our winter projects. Here's a rundown on some of our current projects.

T-28 Trojan

Our two crews are doing lots of work all over the plane. Jon Seeley has all of the electrical wiring checked out or replaced and is ready to install the avionics. Mike Hart is checking, cleaning, painting and reinstalling all of the fuel, hydraulic and air lines. Jack Caldwell and his Wednesday evening crew have been cleaning, painting and replacing the seals on the cowl parts. Remember that this plane will be part of our Flight Operations Division, so there's good reason for all this detail work!

A-26 Invader

We are still working on the left spar and we are in the process of riveting it together. There are hundreds of rivets in hard-to-get-to spaces, so it is a slow process. We have found that the right rear spar had some corrosion but we have cut these areas out and are in the process of patching them. The "hood" armor installation is almost complete although we are finding that the armor is really hard to drill and shape.

DC-6 Nose

Bill Green and crew are progressing in their repair of the skin under the guidance of Don Davis. Don spent 32 years with United Air Lines doing sheet metal work so he really knows what he is doing! Bill and crew are the mainstay of the Hot Dog Thursday gang so their aircraft work is periodically interrupted for this great cause.

C-118 Liftmaster

In April our C-118 was again used for fire/rescue training for county employees and local fire fighters. We get a lot of positive feedback from the county airport employees as to how great it is to use the C-118 and what great training it is for them. We get lots of

"brownie points" for this. I want to thank Lynn Hunt for jumping in at the last second and moving the plane for this drill as I was sick and couldn't make it. Crew Chief Jim Whitten and Mike Fenn are working on the antennas, made a tail stand, and Mike is working on machining the last hinge piece for the crew door.

F-8 Crusader

Jim Mattison and Dave Carlson have replaced one of the wing panels and are starting work on the second.

F-105 Thunderchief

We have received more of the front cockpit parts and Don Ricci and his sons have been installing them as they have time. We have found some other parts that we did not know were missing and our friend in Texas has been providing them. He has been such a great find!

F-106 Delta Dart

Jim Mattison has been working on the infra-red seeker head and feels that this will help with the weapons bay door. Both have similar compressed air systems and he wants to learn as much as possible before working on the weapons bay doors which work on 3000 psi and open in a fraction of a second!

F-14 Tomcat

Billy Kerkhof has been working on the rudder system and trying to find a way to lock the rudders without the gust locks which are hard to keep in place.

A-7 Corsair II

Don Callen has made a bunch of new skin panels, Jim Fisher has been stripping bad paint, and various others have been working on getting the cockpit rebuilt.

R-670 Radial Engine

This Stearman engine was donated to the museum a couple months ago. Ron Coleman and Brian Melani have cleaned it up, Jack Caldwell welded up the stand, Ron painted the stand and tank and we just found out that it turns over freely with compression. Can we make it run? Stay tuned! 🌀

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. ★



April 4 Hot Dog Thursday a Success Despite the Rain

Sunshine Warms the Scene on May 2... And Don't Miss June 6, D-Day!

Rain couldn't dampen the fun of our first Hot Dog Thursday of 2013. Over 100 people attended.



"We do dogs—rain or shine!"

Bright sunshine and 90-degree weather really pulled in the crowds on May 2. We were practically sold out!

The June Hot Dog Thursday will be on the 6th, D-Day. This will be an extra special Hot Dog lunch. The Collings Foundation B-17, B-24, and P-51 will be at the Sonoma Jet Center so drop by for a ground tour or Flight Experience too. And watch the sky... You never know what you'll see (or hear!) ★



Our customers were all smiles despite the damp on April 4. Don't miss June 6!

Gift Shop May Specials

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! ★



In Case You Missed It: April 17 Member Meeting Guest Speaker Lt. Commander Wayne Seamans and USCG Helicopter Operations

"Honey, I'm not going to be able to make the wedding."

Bad enough if maybe it's her cousin's nuptials you're going to miss. Or maybe her best friend's. But it's measurably worse when it's your own wedding and "Honey" is your fiancée. Still, this kind of thing is understandable if you've become icebound in the arctic aboard a U.S. Coast Guard icebreaker.

This happened to PCAM's Wayne Seamans, former USCG "black shoe" and helicopter flight deck hand. In this instance, they went the long way around, icebreaking across the top of Canada and then sailing down the Eastern Seaboard, through the Panama Canal, and up the Pacific Coast to their Seattle home port. But it didn't get him there in time, and he and his wife still have the embossed napkins, favors, and other paraphernalia from the wedding that never took place. At least the polar bears didn't eat him, but it wasn't for lack of trying.

How to Launch and Retrieve a Helicopter

Wayne spent 31 years in the United States Coast Guard, joining shortly after graduating from high school. At 19 he was assigned to the 210-foot cutter Resolute as a flight deck hand, which suited him because he wanted aviation experience. His job involved going onto the flight deck to unhook the helo before launch, and then hitch back onto it when it was recovered.

This could be very dangerous, particularly in rough seas and high winds. With the deck pitching and rolling, the chopper has to take off when the stern of the ship is at the peak of a swell and rolling in the direction it is expecting to fly. If the pilot doesn't time it right, the roll of the ship and tilt of the copter can bring the rotor blades horribly close to the deck. This puts the air-

craft, its crew, and the flight deck crew in extreme danger. The black shoes are very watchful when working around a newbie pilot. In Coast Guard parlance, a "black shoe" is a crew member who works aboard the ship. A "brown shoe" is an air crew member.



Wayne and an H52 in the Caribbean. Note the single engine. The grid of 4x4 timbers on the deck was a primitive but effective chocking system.

The flight deck on these 210-foot cutters was only 35 feet wide, and even smaller in dirty weather. They have a built-in chock system, which consists of a pair of 9-foot by 9-foot grids of 4x4 timbers. The goal is to land with each main wheel in the center squares, which are painted yellow. For veteran pilots this is routine but less-experienced pilots have trouble with it.

The Caribbean and NATO Exercises

He was next assigned to the cutter Dallas, homeported at Governor's Island off the tip of Manhattan. The Dallas and her sister ships were 400 feet long and only 40 feet wide. They were known as "White Needles of Death" because although fast they did not ride well. And for Wayne, the flight deck was not much bigger than on the Resolute.

His ship was equipped with Sikorsky H52 Seaguards. They had only one on board at a time because the ves-

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Wayne occasionally rode as an observer on interdiction sorties. Behind him is the 400-ft. Dallas. Its narrow beam is apparent.

sel had no enclosed hangar. The H52 and other Coast Guard helos of the time had boat-like fuselages to enable landing in water. The pilots loved this but all that direct contact with salt water made for some pretty impressive corrosion problems. They were instructed to avoid water landings.

The H52 had only one engine, endurance of 4 hours, and a top speed of 80 knots. It didn't go very fast or very far, and if you lost that engine you would be in the water. The boat hull would let it float (for a while) but the rescuers would certainly have needed rescuing.

The New York assignment was a good one. Every winter they were sent to the Caribbean where they did drug interdiction work. Sometimes they intercepted human cargoes, as this was during a period of mass exodus of "boat people" from Haiti and Cuba. The helicopters spent a lot of time doing sweeps of the sea around the cutter, helping spot likely targets and coordinating the ship's movements. Wayne by now had gained some seniority and he occasionally rode as an observer on these missions. Once they intercepted a boat carrying 17 tons of marijuana.

They occasionally received air drops of supplies. These were delivered by HU25 Falcons, which were really just modified business jets. The packages would be

dropped by parachute into the water. On one occasion the pilot apparently thought he was flying a bomber and came right at the ship. The load bounced off the forecastle and into the water. Its retrieval line snagged on some of the foredeck gear so at least the crew did not need to put a launch over the side to recover it.

In 1983 during the height of the Cold War, the Dallas was assigned to a big NATO war-games operation in the North Atlantic. The ship was assigned to the group led by the British carrier *Invincible*. Fleet action was an awkward thing for a Coast Guard cutter, as they were accustomed to operating independently. During this cruise they could not use their helicopters because the flight deck was occupied by a large and highly mysterious box with a bunch of antennas protruding from it. No one could explain what it was for, and they were instructed not to ask.

They were shadowed by Soviet surveillance trawlers and on one occasion by a Krest-class guided missile cruiser which could have sunk them without a second thought. The helicopters from other NATO ships and Harriers from the *Invincible* provided top cover and counter-surveillance. This cruise lasted 96 days.

Aboard the Polar Star

After the Dallas, Wayne went to the Polar Star, 400 feet long by 80 feet wide. They headed south and rounded Cape Horn in strong winds and 25-foot seas—good weather by Cape Horn standards but storm conditions elsewhere. They passed the USS *Enterprise* CVN 65 going the other way.

While in the ice the ship's H52s were painted completely orange for greater visibility if they went down. The ship had a hangar, and was equipped with two helicopters. On one mission they set up a weather station on Scott Island, within the Antarctic circle and 700 miles from nowhere. It took three days of ferrying equipment back and forth with the helicopters.

Here's a tip for you golfers: if you want to play a round in the Antarctic, don't use white golf balls. The pen-

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guins chase them because they think they are eggs.

Later, after a stay in Seattle they headed north towards the Arctic. The bearing on the ship's center shaft failed



The Polar Star in the ice. Note the orange H52 on the flight deck.

along the way and they anchored in a sheltered Alaskan bay. A replacement was brought to them by an H3 Pelican. The H3 is big, measuring about 75 feet from the tip of the front rotor to the tip of the tail rotor. The Polar Star was not certified to carry them because the flight deck is too small. But the pilot managed to land, with the front rotor about five feet from the ship's superstructure and the landing gear barely fitting aboard aft. Two other helicopters came along: one for backup and rescue and one to carry everyone who wanted to take pictures of this very unusual operation.

Some Peculiarities of Arctic Operations

During either an Antarctic or Arctic summer, the top of the ice can melt during the day and re-freeze at night. A crust of ice can hide a dangerously thick layer of water. A helo can break through that crust upon landing and end up in significant trouble. The practice developed of putting someone down on the ice to stomp about a bit first, and if he/she did not break through it was assumed that the helo wouldn't either.

Talk about drawing the short straw.

On a later cruise in the Polar Star, they took the brand new H-65 Dolphin out for its first Arctic deployment. During one flight they set a man down on the ice. He jumped around, with the pilot hovering her helo nearby. The ice looked good and she touched gently down. The aircraft broke through, and she lifted off even before the craft's full weight had come to bear. But one of the main gear doors had been jammed up into the wheel well and half of the horizontal stabilizer had broken off and was lying on the ice. She landed safely aboard the ship again, but a lesson was learned: the H65 exerts far more pounds per square inch than its predecessor. New methods and tools were developed for testing the ice after that, and the gear doors were removed from all H65s on arctic deployment.

There are no penguins to chase your golf balls in the Arctic. However, the polar bears occasionally try to break into the ship to get to the galley (heaven only knows why), as Wayne found out one night when the Polar Star was icebound. Some of the crew were awakened by a loud pounding on the side of the ship. Upon looking over the rail Wayne saw one of these deceptively cuddly looking monsters trying to climb the side of the ship. It seems the 2-inch thick steel hull is good for keeping more than the ice at bay.

And of course there is always the risk of missing your own wedding. Fortunately Wayne was able to explain things during a call to his future wife using MARS—the Military Auxiliary Radio System. Another tip: further testing has proven that the "icebound-in-the-arctic" gambit works only for Coasties assigned to ice breakers, and that your average bloke may have cause to duck.

Wayne moved up to far more senior positions in the U.S. Coast Guard, sometimes in conjunction with helicopter operations and sometimes not. He retired just a few years ago. Our thanks to him for a colorful and riveting look at Coast Guard helicopter operations. 🌟

May 15, 2013 Speaker Information

Major Tom Byrne USAF (Ret.): Vietnam - Line Backer II - a Tanker Pilot's Perspective

Our May 15 member meeting features Major Tom Byrne USAF (Ret.) as the guest speaker. He will be talking about his experiences flying the Boeing KC-135 Stratotanker.



After receiving his Air Force Wings in September 1969, Tom began flying KC-135s assigned to the 379th Bomb Wing at Wurtsmith AFB, Oscoda, Michigan. His many overseas tours included over 100 combat missions in Southeast Asia flying out of U-Tapao, Thailand during the Vietnam War. He also flew out of Hickham AFB, Hawaii in support of U.S. observation of the French Nuclear testing in French Polynesia and provided aerial refueling and navigation (before GPS) on numerous flights of USAF Tactical aircraft across the Pacific to their bases in Thailand. When Tom returned to his home base in Michigan, he was on nuclear alert every third week in support of B-52H aircraft armed with nuclear weapons. As with most of our speakers, Tom has more stories than time permits but he will be sharing some of his best.

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. He began Air Force flight training in September 1968 at Webb AFB, Texas and completed KC-135 transition training at Castle AFB, Atwater, California in February 1969.

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 Avion-

ics 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. ★

President's Message

By Lynn Hunt

One only has to glance outside to realize that spring is busting out all over. This also holds true for our museum where the activity level is definitely on the rise. Tuesdays and Thursdays are quite busy with the normal gift shop crew in addition to our ambitious grounds keepers who have the museum looking its very best. Congratulations to all for the hard work. Your efforts are very visible.

In early April the PCAM board of directors submitted a Letter of Interest in response to a request by the county to anyone having interest in the old Dragonfly Leasehold. The document we submitted included details outlining the museum's interest in occupying the leasehold and some of the surrounding areas. This is the first step in what we hope will be an expansion for the museum into a more promising facility. The path will most likely be long and arduous but will yield positive results in the end. Watch your newsletter for future developments.

The true impact of sequestration is really being felt at air shows across the nation. Entities who depend upon air show revenues are taking the brunt of this largely punitive action. Dozens of shows have been cancelled but the 2013 WOWC Air Show will go on with or without military participation. We already have a full lineup of world-class air show performers and the turnout this year for warbirds will be bigger than ever. Please pass the word around and encourage friends and neighbors to come out, attend the Air Show and support their local air museum. The hard-working volunteers who make this event happen are planning to make this their best show yet! ★

Sign Up by May 23: Bus Tour to Nike Missile Site and USS Hornet

It's a Go: Saturday, June 1

Of 280 Nike missile sites around the country this is the only one that is being kept restored and open to the public. Don't miss this opportunity to see relics of the Cold War in the company of your PCAM friends.

Then, on to the USS Hornet, famous for its roles in two historic events in the 20th Century: World War II and recovering the Apollo 11 astronauts in July, 1969.



We need the sign-ups completed by May 23, in particular so we can get our lunch orders to Sam's For Play caterer to give them time to prepare.

\$50 buys you transportation, admission to both sites and your lunch. Everything is well controlled except the weather and you know how that goes. Let's hope there is no fog.

0815 Airport Express Bus arrives PCAM
0815 Box lunches delivered
0845 Bus loaded and departs
1000 Nike Missile Site
1130 Lunch on picnic grounds
1230 Bus loaded and departs to USS Hornet
1330 Bus arrives, USS Hornet
1600 Bus loaded and departs
1730 Bus arrives, PCAM

Talk to Duane Coppock or Christina Olds **by May 23** to reserve and pay for a seat.

Duane Coppock: 707-546-4388

Christina Olds: 707-575-7900 ★

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 e-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 phone the museum at 707-575-7900. You can [download a membership application form](#), print it, fill it out, and mail it in along 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. ★

New Members Since the Last Newsletter

Jim Preston – Carmichael
Julie Reggio – Glen Ellen
Brian Roe Family – Santa Rosa
John Larkin & Shelly Perri – Sausalito
Petr Furmanek – Walnut Creek
Monika Andrutti – Walnut Creek
Phillip Gray Family – Windsor
Anthony Marinelli Family – Windsor
John Fehrman – Quincy, CA
Brian Mills & Family – Santa Rosa
Ellen Murphy & Family – Santa Rosa
Brian Huetter & Family - Santa Rosa

Get Your Boy Scout Merit Badge in Aviation at PCAM

One of the goals of the Pacific Coast Air Museum is to provide an educational venue for students and the community. One way we do that is to support Scouting through our Aviation Merit Badge program.

Twenty scouts and eleven adults from Marin County to Ukiah took advantage of this during the Merit Badge session on April 20, 2013. They had three hours of classroom instruction by counselor Allan Morgan, an opportunity to fly the museum's flight simulator under the tutelage of instructor Tuk Kistner, and a brief graduation flight over Sonoma County with pilots Paul Heck, Kevin Quirk and Bob Gallager.

Topics and activities include...

- Kinds of aircraft
- Physics of flight
- Aircraft engines
- Guest speakers from several facets of aviation
- Fly our simulator
- Receive a graduation flight with an FAA licensed pilot


The Merit Badge Program is one of the museum's



A graduate of the Merit Badge Program gets a flight with pilot Kevin Quirk in an RV-12

most popular programs. About 100 scouts attend and receive their merit badge each year. The course follows the curriculum requirements established by the Boy Scouts of America.

Merit Badge classes take one day, and are scheduled as demand warrants. The cost is \$55.00 per student.

For additional details or to schedule, contact Allan Morgan, Director of Education at (707) 575-7520 or email amrgn@comcast.net. Enroll online at <http://pacificcoastairmuseum.org/classes/meritbadge> 



Despite three hours in the classroom, the topic and dynamic instructors keep the students engaged and interested.



PCAM's Wayne Seamans explains the principles of jet propulsion and other powerplants

Explore the PCAM Video Collection on YouTube

Lately, President Lynn Hunt has been showing short videos at the monthly member meetings. Many are produced by folks affiliated with the museum. Some are by other groups and are available on YouTube.



Check out our own growing collection of PCAM videos, including "Take to the Skies Teaser" which features footage from the 2012 Air Show. We also have a link to "Lainey's First Airplane Ride", a very popular video that documents a little girl's first time in the sky.

Watch out! These are guaranteed to reduce your productivity at work and delay the household chores!

<http://www.youtube.com/user/PCAMvideos> ★

May in Aviation History...

After a protracted development process, the Republic F-84F Thunderstreak was declared operational on May 12, 1954. A direct development of the F-84 Thunderjet series, the F-84F introduced swept wings and a more powerful engine that required a larger fuselage. PCAM has an F-84F in its collection. It first flew with the US Air Force and later with several Air National Guard units, finally being retired in 1970. In 1997 we recovered it from China Lake NAS. In other news, our very own F-14 Tomcat became a star in May 1986 when it made its silver screen debut in the blockbuster movie **Top Gun**. The F-14 was open during April's "Top Gun" climb-aboard weekend. ★

Air Show Flashback

The pilots of a visiting DC-4 made some incredible low-level passes to demonstrate the plane's fire-fighting technique. You can see a quick glimpse of this in the video "Take to the Skies Teaser" on [PCAM's YouTube channel](#) (see the article on this page.) The DC-4 will return for WOWC 2013!



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! ★

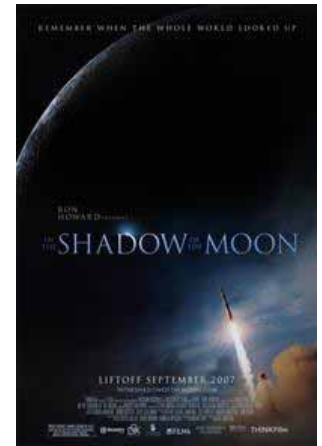


Movie Night!

Saturday May 18: "Memphis Belle"

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

Last month we announced that "Memphis Belle" would be the feature at our first-ever Movie Night on Saturday May 18. This 1990 release stars Matthew Modine, Harry Connick Jr., Eric Stoltz and many others. It's the story of the American bomber crew of the B-17 "Memphis Belle", the first to complete a full tour of 25 missions during the air battle for Europe in WWII.



We'd also like to announce that on June 22 our feature will be "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.

The May movie night falls on our Open Cockpit Weekend. Movie nights are "fun-raisers" so the evenings are 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. ✪

Discover Aviation Explorer Post 707

If you are a young adult age 14 through 20 and are interested in aviation, check out Aviation Explorer Post 707 at the Pacific Coast Air Museum.

The Aviation Explorer's goal is to expose teenagers to aviation careers (not just flying) while teaching them business protocol and teamwork. Aviation Explorer



AVIATION EXPLORER POST 707



Aviation Explorer Post 707 is helping to restore PCAM's C-118 Liftmaster.

Post 707 is chartered with the Boy Scouts of America and is Sponsored by PCAM. They meet on the first Friday of the month at 6:00 p.m., in the PCAM board room.

Participants learn about basic airmanship, aircraft maintenance, air traffic control, private and commercial aviation, and the vocabulary and terminology of aviation.

The Post has been active in many PCAM events including community parades, the Chamboree and Santa Fly-In. Members also crew on the museum's Harrier, and are currently working to restore our C-118 as a possible meeting place. Their work has been pretty impressive, and has helped turn this very big aircraft into a popular display at the annual Air Show (see the April 2013 Straight Scoop.)

To learn more, send email to post_707@yahoo.com, visit www.learningforlife.org/aviation, or visit their Facebook page at <https://www.facebook.com/pages/Aviation-Explorers-Post-707/215892345129513>. ✪



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 May 2013

*Climb Aboard
"Supersonic" Weekend
T-38 Talon, F-106 Delta Dart,
F-4 Phantom, Blue Angels Cockpit
May 18 - 19*

REMEMBER THESE DATES

Saturday May 18	10:00 a.m.	PCAM float in Santa Rosa Rose Parade
Saturday May 18	6:00 p.m.	Movie Night at the Museum: "Memphis Belle"
Saturday June 1	8:45 a.m.	Bus trip to Nike Missile Site & USS Hornet
Wed. June 5 - Fri. June 7		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
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
Sat & Sun August 17-18	9:00 a.m.	Wings Over Wine Country Air Show

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