



LOOKING BACK AND FLYING FORWARD

Flight Wing Mission: to Inspire

By Lynn Hunt

I get asked all the time, what's the Flight Wing going to do with all these airplanes?" Well, there is a short answer and a long answer. The short answer is one simple word: INSPIRE!

Hopefully, that's what we will be able to do with these airplanes, for young and old alike, for young kids going for their first airplane ride or for a seasoned veteran who hasn't been at the controls in years. Perhaps that young person will choose to learn about airplanes and aviation and even space technology. Perhaps the seasoned veteran will be so inspired that he will tell his grandson or granddaughter and they will become inspired to learn about airplanes and aviation and even space technology. Going to the extent, trouble and expense to support a flying element such as our Flight Wing gives us just one more method of reaching out to people and giving them inspiration. All we can do is help to plant that seed and nurture it for awhile.

So, how are the airplanes coming?

The Cessna 170 has the upper skin off the left wing. There was enough surface corrosion to warrant making a new skin so metal is on order to do so. All of the steel hardware inside the wing has been bead-blasted and re-plated and ready for installation.



The Cessna 170, donated last year by Marcia Dunn, before restoration began.

The overhauled cylinders for the Beechcraft Musketeer have arrived and the crankcase and crankshaft have been sent out for overhaul and inspection.

The Stinson, under the leadership of Tim Wayman, has completed engine runs and is winding up its annual. Blayne Herndon and his team, with the guidance of Dave Barron, are completing its mandatory gear inspection and annual inspection.

The T-28 grows ever closer to engine run time as the crew continues its restoration.

There is progress in every area although sometimes slower than we would prefer. However, remember that these are airplanes with an important future ahead of them and cannot be rushed. Continue to read the newsletter for further updates. ✪

In This Issue

Flight Wing Mission: To Inspire!..... 1

President's Message..... 2

August Aviation History 2

Hot Dog Thursday 3

New Members..... 4

President's Club Volunteers Needed 4

2 4 6 8 10 5

July Guest Speaker: Brian Shul on flying the SR-71 7

Aug. Guest Speaker: Kenneth Winans, on Aerospace 12

Gift Shop August News..... 12

Gala Fundraiser..... 13

Air Show Flashback 13

Merit Badge Class 13

Sonoma Visitors at EAA Air Venture Oshkosh..... 14

Super Kids Visit PCAM 14

PCAM Directory..... 15

Events & Climb-aboard....Back

The PCAM Mission

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

President's Message

A typical stereotype of a visitor to our museum is someone for whom old airplanes, aerospace or our local history has their personal interest. Perhaps flying is a hobby or even a vocation. Maybe they have always had a personal interest in flying and lacked the opportunity and now finally have the chance to increase their exposure to aviation and visit our museum.

There exists another group of visitors who come out to our museum for other reasons. For these visitors, each had a person in their life who meant a great deal to them. This significant person was perhaps an aviator or had some special involvement with aviation.

Maybe they flew in the military. Perhaps they were involved in designing or building an aircraft. Regardless of their relationship with aviation, these great people left a lasting impression on sons and daughters, friends and neighbors. The bond was so strong that now, after the passage of time, in an effort to reconnect with these people the visitors come to our museum.

I recently had a great experience with one of these visitors who in a round-about sort of way was able to reconnect with his father who had served in WWII, not as an aviator but very near to aviators. This event raised strong emotions for our visitor and just for a moment brought to the surface the significance of a very special relationship between these two. I was happy to be a part of it and pleased as to the role our museum played in bringing it about. Many of our visitors walk the museum grounds in silence, unwilling to share their reason for coming. I suspect that for more than a few, there is a similar and deep personal connection taking place and it makes me proud to be a part of it.

— Lynn Hunt

August in Aviation History...

On August 24, 1961, famed aviatrix Jacqueline Cochran piloted a T-38 Talon trainer out of Edwards AFB in California and flew it in excess of 844 miles per hour, breaking the sound barrier and becoming the fastest-flying woman up to that time. Supersonic women have since become practically commonplace, but back then this was a landmark event. Cochran was already a famous air racer, test pilot, businesswoman, and pioneer female military pilot, and her latest feat (accomplished at age 55) helped tear down barriers women encountered when pursuing military and civilian careers. PCAM has a T-38 nearly identical to the one Cochran flew. ★



Hot Dog Thursday August 7

Another great crowd turned out on July 10 for Hot Dog Thursday.

We're at the height of summer and there are still a few of these great lunch events left this year, so don't miss them! The next is August 7.



\$5.00 gets you admission, a large hot dog, chips, and soda or water. For \$8.00 you get two dogs. Museum members receive a \$1.00 discount. Tom Chauncy's famous Firehouse Chili will be available at \$1.00 a bowl. Thank you to sponsors [W.C. Sanderson Ford](#) and [Burgess Lumber](#) for hosting the August 7 Hot Dog Thursday! Be at PCAM between

W.C. Sanderson Ford
HEALDSBURG



11:30 and 1:30.

The Hot Dog Thursday team has been setting up shade awnings and tables out on the field to provide a nice comfortable spot for everyone.

The September Hot Dog Thursday will be on the 4th. ✪

New Members Since Last Newsletter

John LemMon, Glen Ellen
Ed & Christa Keppel Family, Santa Rosa
Kim Tyner, Healdsburg
David Kokott Family, Santa Rosa
Vanessa Tosti Family, Santa Rosa
Robert Coogler Family, Clearlake
Carol Sellers, Windsor
James Bellagio Family, Santa Rosa
Todd Echols Family, Clearlake Oaks
Justin & Kelly Patterson Family, Petaluma
Sterling Hoffmann, Sebastopol
Christopher Hussar, Reno, NV

Volunteers Needed to Staff Air Show President's Club

The best seats in the house at the Wings Over Wine Country Air Show are always in the President's Club. President's Club guests pay extra for flightline seating, special food, and a special experience. We are looking for volunteers to help staff this important venue, and make sure our guests have the best day possible.

We'll be having fun while working hard to put our best foot forward, and we need your help. We will need



crews for Friday, September 19 for set-up, and Saturday and Sunday September 20 &

21 to help serve, bus tables, and see that our guests enjoy the show to the fullest possible extent.



President's Club amenities include premium parking, continental breakfast, gourmet catered lunch, assorted desserts and snacks, coffee, tea, water, soft drinks, beer, wine, and deluxe rest rooms. But the most important amenity is the friendly volunteer service we provide these exclusive guests.

If you are interested in volunteering to work in the President's Club at the air show this year, please contact Christina Olds in the office at 707-575-7900 or christina.olds@pacificcoastairmuseum.org. ✪

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Big Iron at Castle Air Museum

By Peter Loughlin

Recently, I met up with some friends at Gness Field in Novato for some flying. Luckily for me, they wanted to go somewhere and see something. I'm just happy any time I get off the ground, so I was pretty thrilled when they decided they wanted to see Castle Air Museum. Good thing I brought my camera.

We flew to the former Castle Air Force Base, previously home to B-52 Stratofortresses. Today it serves as a civil airport, but it retains its 11,802-foot runway. More than enough for the Baron we were flying. We landed, parked, and walked to a local Mexican restaurant for a surprisingly good lunch. Then we called the Castle Air Museum and arranged a pick-up. Because the Museum is about a quarter mile from the air terminal, Museum staff often make the short drive to pick up folks who fly in. We were picked up by a very friendly gentleman named Rick, who stuck with us and gave us a guided tour around the grounds.

If you have never been to Castle Air Museum, go there. Located as they are on part of an old Air Force Base, there is more than enough room for some big planes. They've been around since 1981, and have amassed a pretty amazing collection. The most outstanding displays are what PCAM president Lynn Hunt likes to call "big iron," or planes in which the pilot has to turn around to see the engines. And they have some very big iron at Castle. It would take a lot of pages to show you their entire collection so I am presenting just some of the most impressive. I won't go into details on the history of each type of plane because you can look that up easily enough online.



© Peter Loughlin

KC-97 Stratotanker, 6 engines. Developed from the C-97 which was in turn developed from the B-29/B-50.



© Peter Loughlin

B-52D Stratofortress, 8 engines. This type was used extensively in Vietnam, and later versions continue in service today, almost sixty years after the B-52 first entered service.



© Peter Loughlin

B-47 Stratojet, 6 engines. This was the last B-47 to ever fly, and was flown from storage to Castle Air Force Base to join the Castle Air Museum in 1986.

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© Peter Loughlin

The biggest of the big. RB-36H Peacemaker, 10 engines. This is the only surviving example of the reconnaissance version.



© Peter Loughlin

MK-17 thermonuclear bomb casing. Zero engines, but it's big, and it's a lot of iron. The B-36 behind it could carry only one of these nightmarish 15-20 megaton weapons. Its size is indicated by the people in the golf cart near its tail fins.



© Peter Loughlin

B-29 Superfortress, 4 engines. Nearly identical to the two planes that dropped the atomic bombs at the end of World War II.



© Peter Loughlin

B-50 Superfortress, 4 engines. Developed from the B-29, this used 3,000-horsepower 28-cylinder Pratt & Whitney R-4360 "Corn cob" engines.



© Peter Loughlin

C-46 Commando, 2 engines. Though "only" a twin, it is an honorary member of the four-engine club because it could carry a big load at high altitude.

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Avro Vulcan, 4 engines. One of a few non-U.S. planes at the Museum. The Vulcan was a contemporary of the B-52.



B-17 Flying Fortress, 4 engines. 'Nuff said.



B-18 Bolo, 2 engines. OK, so, the pilot does not look *back* at the engines, but it still counts. Oldest plane in their collection.



C-47, 2 engines. This particular aircraft actually served in combat in World War II



B-25 Mitchell, 2 engines. General Doolittle himself was present to greet this airplane when it arrived at Castle AFB in 1980.



C-45 Expediter, 2 engines. Should we all agree to call this "little big iron" and let it have a seat at the big-plane table?

There is a lot of additional big iron at the Castle Air Museum: KC-135, B-45 Tornado, B-23 Dragon, Convair 240, C-119 Flying Boxcar, Martin EB-57 Canberra, and far more. Plus a lot of single- and twin-engine tactical jets and trainers. And the SR-71 flown by Major Brian Shul over Libya in 1986 (see article, page 7). Check out Castle Air Museum online at <http://www.castleairmuseum.org/> to find out more. ★

In Case You Missed It: July 16 Guest Speaker — Major Brian Shul, USAF (Ret.) Author of "Sled Driver" Recounts Flying the SR-71 Blackbird

By Peter Loughlin

Major Brian Shul, USAF (Ret.), former SR-71 pilot, was our guest speaker at the PCAM Member Meeting on Wednesday, July 16. He provided a riveting ninety-minute presentation that covered the seminal points in his life and went into detail about what it was like to fly the Blackbird. He illustrated his presentation with many of his own photos of the SR-71, many of which are so rare that you will only find them in his book **Sled Driver**, the most popular book ever written on the SR-71. This article is developed from the material Brian presented that evening, with minor additions.

The Dreams that You Dare to Dream

Brian joined the U.S. Air Force in 1970 after he graduated from college. He flew A-1 Skyraiders and AT-28s, an "attack" version of the well-known T-28 Trojan trainer. In 1973 on his 212th mission he was shot down. Being unable to eject, he rode the plane down. He fully expected to die, but after the impact he crawled out through the flaming wreck, very badly burned. According to Brian, the real heroes of his story are the Special Forces men who found him and lifted him out of the jungle. Everyone expected him to die, but he kept hanging on. They evacuated him to Kadena Air Force Base in Okinawa, and flew in a burn team of eight from San Antonio.

There followed an excruciating two months in intensive care, during which his burned skin was removed and replaced with skin grafts. He said he learned a lot during those two months, about himself and life in general. He learned that he was not nearly as tough as he thought he was, and



© Brian Shul
Brian shot this from the boomer's window of a KC-135 tanker. The gleam on the wings is fuel. The SR-71 leaked fuel continually until the airframe heated up and expanded.

that the formerly alien notion of "giving up" had become his reality. He prayed for death to release him. During his treatments, he was cursing at his caregivers and crying and asking for it all to end. He couldn't eat and dropped to 119 pounds. It was a miracle he had lived this long, but if he couldn't eat he would not live much longer.

One day as he was nearing death, his caregivers opened the windows near him to let in some air. That was a sure sign he was about to die, as any airborne pathogens could easily cause infection, but the team had taken mercy on him and were giving him fresh air for the last time. Outside he could see the base soccer field and beyond that, the runway. On the field some kids were playing soccer and yelling and having a great time and he thought, "That used to be me. I want to do that again." And of course the runway calls to every pilot. The radio was playing. Judy Garland's voice caught his attention. She was singing "Over the Rainbow."

Over The Rainbow

Somewhere over the rainbow way up high
There's a land that I heard of once in a lullaby
Somewhere over the rainbow skies are blue
And the dreams that you dare to dream
really do come true

Someday I'll wish upon a star
And wake up where the clouds are far
behind me
Where troubles melt like lemon drops
Away above the chimney tops
That's where you'll find me

Somewhere over the rainbow bluebirds fly
Birds fly over the rainbow. Why then, oh,
why can't I?

If happy little bluebirds fly
Beyond the rainbow why, oh, why can't I?

Songwriters: Edgar Yipsel Harburg and Harold Arlen
Published by: Lyrics © EMI Music Publishing

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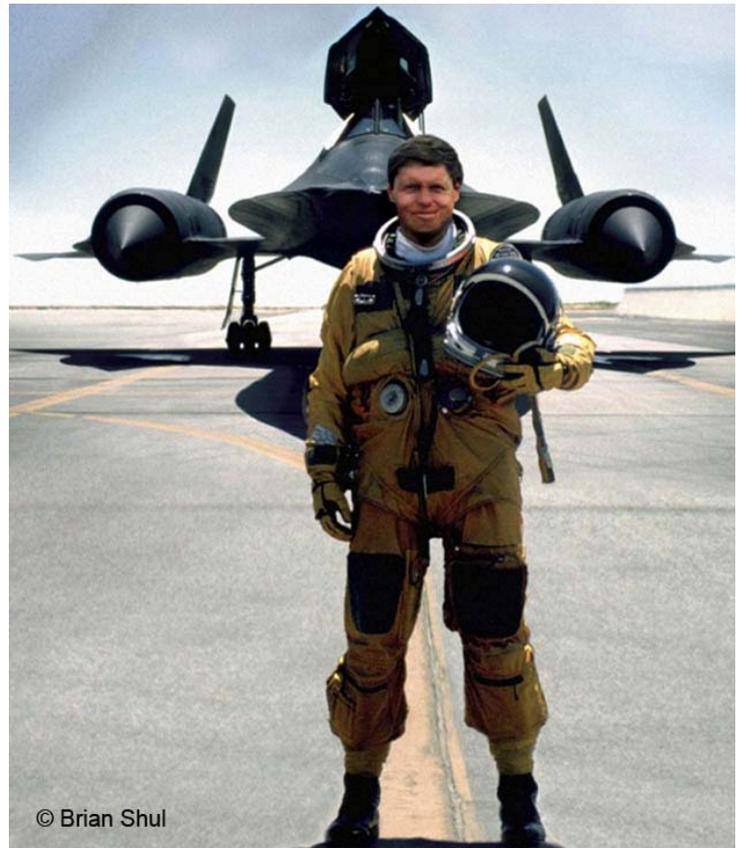
And something happened then. That song, about daring to dream, penetrated his mind and soul. Life had not yet left him, and there was a chance. Out that window he could see the other end of the rainbow. He still had his dream. He decided to fight.

Seeing his newfound determination, his caretakers tried to feed him but none of the food they had would go down. They searched their sack lunches for something, anything, that would work. Finally, in desperation, they gave him a little cherry Kool-Aid, and that went down and stayed down. There ensued a mad rush to find all the cherry Kool-Aid within miles of the base. That day he drank 3.2 gallons of the stuff, followed by 4.5 gallons per day for several days. Soon it was crackers and bread and his strength began to return. About sixty days after the wreck, they flew him to San Antonio where he stayed for a year and endured fifteen operations, which he said felt like thousands.

Rebirth

The day he left the hospital was a triumph; he could actually reach out and open a door on his own. He says he was like a new man, with an entirely different attitude. He said:

When you lay on your back for a year which seems like ten years, you learn a lot about what you appreciate in life and what's important in life. It's not the medals, the trophies, the applause, the money, the house, the car. It's none of that. It's doing the stuff each day that makes you feel like a human being and gives you motivation and makes you feel like you want to get out of bed and DO it... And I vowed to never miss my passion and to follow my dreams. It's like when you're a kid and you're excited about trying everything and you want to DO it. I basically was like a little kid starting over. So there I was, two years old and I came back into the Air Force... It makes some colonels very nervous having a two year old running around the squadron. It makes other colonels very thrilled to have someone there who is happy to be there, and is eager to do the job, no complaints.



© Brian Shul

Brian, in front of an SR-71. Pilots had to wear space suits in case of a high-altitude ejection. One drawback: you can't scratch your nose once you're suited up and missions could last up to six hours.

The Air Force took it for granted that he would get a medical discharge and never fly again. But Brian bore not only the scars of his fiery rebirth but also a tremendous will. He took it for granted that he would fly again. The chief flight surgeon of the Air Force agreed to give him a physical but warned that he would not be easy on him. Brian knew he could pass and he did.

Two days after leaving the hospital he was back up in the air again, but behind the stick of a T-38 this time and not on a stretcher. And he did just fine. Oddly, the scar tissue gave him a sort of built-in G-suit, and he could handle seven Gs the way others could handle four. His blood tended to pool in all the little pockets of scar tissue, and was unable to drain away.

Talent as a pilot, remarkable determination, and the most can-do of all can-do attitudes meant that soon he

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was flying A-7 Corsair IIs. Later, he was in the first A-10 Thunderbolt II squadron and became an A-10 instructor. He went on to become a trainer with Topgun.

And then, about a decade after the crash, he volunteered to fly the SR-71. He was really shooting for the stars this time – SR-71 pilots have to pass all the same physical tests as astronauts. Again, the Air Force didn't believe he could do it. But he stepped in with all the enthusiasm of a twelve year old (he was a little more mature by now), and passed the physical with no waivers.

An Audacious Airplane

When Soviet fighter pilot Viktor Belenko defected to the West in 1976, he and the MiG-25 "Foxbat" he brought with him were heartily welcomed. The Foxbat was a Mach 3+ aircraft, but running it at that speed was sure to wreck the engines in short order. Of course, America already had its SR-71 that cruised for long periods above Mach 3, and had been flying it regularly for over a decade... and it was not only re-usable but a reliable platform and a spectacular performer. During his debriefing, Belenko said that Soviet leadership could not understand how a decadent capitalist Mickey-Mouse society such as America could come up with an airplane back in the 1960s that they simply could not shoot down even ten years after its introduction. The general in charge of the debriefing replied, "That's what you can do in a country where people are free."

And without free thought and eager, motivated people, how could you produce an aircraft as audacious as the SR-71? And it was audacious. It was built of titanium, a notoriously difficult material to manipulate. They had to invent manufacturing techniques just to create the parts for it. It used engines rejected by the U.S. Navy for being too powerful; two together generated as

much horsepower as forty locomotives. It flew so fast that friction with the air brought its skin temperature up to 900 degrees Fahrenheit. Thermal expansion caused the 107-foot long airframe to grow to 107.5 feet in flight. It used a "wet wing" fuel tank system

where the outer skin of the airplane was the fuel tank itself. To accommodate thermal expansion, the skin plates did not fit tightly when cold, so fuel continually leaked out through the cracks until the plane was in flight and had heated up a bit. So a special fuel had to be created that had a very high flash point to prevent fires after it had dripped out all over the hangar floor. It used a phenomenally accurate celestial navigation system that tracked 300

distinct stars during broad daylight. And it was completely unarmed. Its only defense was speed.

The SR-71 inspires awe in everyone who sees it, and jaws drop further when its real performance statistics become known. Officially, it flew faster than Mach 3 and could reach altitudes in excess of 80,000 feet. Actually, no one really knows how fast one could go be-

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© Brian Shul

Brian Shul in the cockpit of an SR-71. Note the reflection of the atmosphere in his visor. This is one of just six photos Brian was ever able to take from the cockpit.



The first thing an SR-71 pilot did after takeoff was refuel. The tanker would fly at about 300 knots, but the SR-71 stalled at about 290, leaving a very small margin of error. Hooking up was a slow process, and extremely difficult at night in bad weather.

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cause no one has ever ridden one at full throttle long enough to find out. Brian said that the number-crunchers figured it could theoretically reach Mach 4 and 120,000 feet, but the missions never required that and what's the point of risking the in-flight destruction of an airframe (and an ejection at 2,500 miles per



SR-71 cockpit. Despite its ultra-secret reputation, the SR-71 was a product of the 1960s and it used 1960s technology. Brian said that the cockpit was very much like that of an F-106, but with some extra heat gauges and controls for two engines. All the really top-secret stuff was in the back seat with the RSO.

hour) just to find out? Brian himself reached approximately 92,500 feet once, but the air up there gets so thin that the airplane was at the very edge of its performance envelope. Again, why risk it?

Over the course of 26 years and many thousands of missions, over 4,500 missiles were shot at various SR-71s and none hit. SR-71 crews were not overly afraid of surface-to-air missiles because they flew so high and fast that there was time to evade even a Mach 7 SAM before the missile's fuel was spent. A bigger concern was a well aimed air-to-air missile fired by a determined MiG pilot in a head-on attack from below, but test scenarios with U.S. fighter aircraft showed this to have only about a 20% likelihood of a hit. Every Soviet fighter pilot knew the SR-71 very well, and wanted to be the first to shoot one down. They never did.

Winning the Cold War

Brian credits the SR-71 as a key to winning the Cold War. The quality of its cameras was legendary, being able to read the license plate of a car from 80,000 feet. Unlike a satellite, it could go wherever it was needed within a few hours. And when you know precisely what your enemy is doing you can counter him, either militarily, diplomatically, or economically. And the enemy knows this.

Brian told of one odd mission during the Reagan administration that sent him and his Reconnaissance Systems Officer (RSO) Walter Watson over North Korea. They had been told to fly highly unusual figure-eight patterns over Pyongyang. As it turns out, there was a sort of a convention of communist leadership going on that day, with top-level leaders from China, the Soviet Union, Vietnam, and other communist countries. Each time the SR-71 passed overhead, its sonic boom rattled the conventioners' coffee cups, declaring without words, "We know you're there, and we know that you know that we are here. And you can't do anything about it."

The Libya Missions

In 1986, President Ronald Reagan ordered air attacks on terrorist training camps in Libya, in retaliation for the Berlin nightclub bombing of April 5 of that year. Brian and Walter's job was to fly over Libya and take photos for damage assessment after the U.S. raids. The story of one of these missions, during which they avoided two SAMs and drove their Blackbird faster than they had ever driven it before, is retold many times all over the Internet. Search for "Brian Shul Libya mission" and you are sure to find it. What you may not read is that during the Libya raids he and Walter ended up flying three missions in three days, which is an all-time record for SR-71 crews. The plane Brian and Walter flew over Libya is now at the Castle Air Museum in Atwater, California.

Photography, Thunderbirds, Blue Angels, Pansies

Photography is one of Brian's lifelong passions. He ea-

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gerly brought a small 35mm camera with him to the base and on missions (when he was about twelve years old, as Brian puts it). Despite his efforts, over the seven years he spent with the SR-71 he was able to take only 220 photographs of it. And he got only six from the cockpit. But what photos these are!

Brian showed many of them during his presentation, taken from the ground, from the cockpit, from other airplanes, and most intriguingly from the “boomer’s pod” on the underside of KC-135 aerial tankers. He was so fanatical about his photography and the SR-71 that he hitched rides on the tankers on his days off, on the chance that he might get a good shot when the boom operator condescended to let him look through the window. He got very few, but some are spectacular. His photographs fill his book **Sled Driver**, which is now out of print and is a sought-after collector’s item.

After he retired from the Air Force in 1990 he took up photography full time, and used his military connections to good effect. He wanted to do a series on the Thunderbirds but despite calling their administrative offices hundreds of times no one would call him back. Then one day at an air show he was signing copies of *Sled Driver* and the Thunderbirds team leader dropped by. He said “Hey, you’re that Sled Driver guy. Can you do a book on the Thunderbirds too?” Brian ended up spending an entire training season with them, photographing them from the chase plane.

After this success, Brian started calling the Blue Angels to set up something similar. As before, no response. He finally drove out to their training base and the man in charge was so impressed that Brian had actually showed up, he granted an interview. The result? Brian spent a year with the Blue Angels flying with and photographing them.

Brian used these examples to prove that you don’t always have to be the best or the most talented. You just need to be the most persevering, and be ready to



The SR-71 that Brian and his RSO Walter Watson flew on their famous Libya missions now resides at Castle Air Museum in Atwater, California.

grab the opportunities that result.

“What do hard-boiled combat-tested commie-fighting fighter pilots do when they retire? They shoot pansies.” At least that’s how Brian puts it. He no longer flies but what gets him out of bed every morning is Gallery One, his photography studio in Marysville, California. He loves nature and some of his most breathtaking shots are of flowers (though I was unable to find an actual pansy on the GalleryOneOnline.com site). Understandably, he particularly likes photographing birds and other flying animals.

If any of you want to make a change in your life but are unsure whether you can do it, try to attend one of Brian’s presentations. The word “inspirational” does not do justice to either him or his story. All of us at the Pacific Coast Air Museum thank Brian Shul for his detailed, passionate, and richly illustrated presentation, and for letting us use his copyrighted photos in this article. He presented far more material than could ever be packed into a short article like this, so if you want to read more start by visiting his bio at <http://galleryonepublishing.com/BlackbirdStores/Biography.html>. There are many references to him and the SR-71 online. ★



Pilot, author, photographer, and speaker Brian Shul, Major, USAF (Retired).

August 20 Guest Speaker:

Kenneth Winans, Founder of *The Space Station Museum on California's Aerospace Industry*

Join us on August 20 to meet Mr. Kenneth Winans, founder of the new Space Station Museum in Novato, California. Ken, an accomplished investment entrepreneur, collector, and philanthropist, will be talking about the history, legacy and future of the aerospace industry in California. Ken will share his insights on the birthplace of America's spacecraft such as the X-Planes, the Apollo Command Module, the Space Shuttle, the Hubble Telescope, Spaceship One, the Space X Falcon Rocket and robotic rovers that are currently roaming Mars.



August 20 speaker Ken Winans (left)

The Space Station Museum collection is one of the largest private collections of U.S., Russian and Soviet space exploration artifacts. The W Foundation is Ken and his wife Debbie's 501c3 non-profit organization dedicated to educating the public on the history and future benefits of space exploration. Many of their artifacts are on permanent display at The USS Hornet Museum, Chabot Space & Science Center and of course The Space Station Museum itself.

Ken is a successful investment management entrepreneur, award winning author, astute collector and active philanthropist. He writes a widely read column for Forbes.com and can be heard weekly on Los Angeles' news radio affiliate KNX/KFWB in a segment called "Wednesdays with Winans". He serves as a trustee for several non-profit organizations including the USS Hornet Museum, the Society of California Pioneers, San Francisco Fleet Week, Chabot Space & Science Center and The University of San Francisco Alumni Association. ★

Gift Shop August News

New PCAM Logo Jackets Now Available!

Show your PCAM spirit and block the Pacific Coast breezes with these new wind-breakers, available now through the gift shop.



Each has a beautifully embroidered PCAM logo that will look great for a very long time, and not crack or peel like a cheaper printed logo will. Mike Lynch of the gift shop is now taking orders. They are available in small, medium, large, extra large and extra-extra large. They come in blue and red, with a standard collar or a hood. We've never offered anything quite like this before, and we expect orders to be brisk.



Mike models the latest PCAM fashions. Logos are embroidered (top). Blue version shown below.

Call the gift shop at 707-575-7900, email them at giftshop@pacificcoastairmuseum.org, or just drop

in during regular business hours to either place your order or ask your questions. They keep a couple samples on hand so you can examine the collar and hood and see the vibrant colors. The photos below show the hooded variety in both blue and red. Mike not included. ★



SECOND ANNUAL MUSTANG ROUND-UP *Gala Fundraiser*

Second Annual Mustang Roundup Gala Fundraiser: September 19

The Pacific Coast Air Museum's Second Annual Gala Dinner and Fundraiser will be an evening of fantastic food, great entertainment, silent and live auctions, and the camaraderie of others who believe in supporting this unique community institution.

Bring your appetite and your generous spirit, and help PCAM raise money for our planned new facility.

Attractions include a live auction, silent auction, Golden Ticket raffle drawing, gourmet dinner by Rand Derrico, tempting desserts, no-host bar, and live music by the Scott Decker Trio. Auction items include vacation packages, art, golf packages, a custom leather flight jacket, a Citizen men's pilot watch, and much more.

Tickets are \$75 each, or a table for eight for \$525. Tickets available only in advance. Visit <http://pacificcoastairmuseum.org/events/MustangRoundup/>. ✪

Air Show Flashback

The P-51D Grim Reaper poses quietly on the ramp, but was seen (and heard) flying in formation later in the day.



July 26 Aviation Merit Badge Class

Nine students attended the July 26 Boy Scout Merit Badge class, with the most distant coming all the way from Los Angeles. The class was taught by Director of Education Allan Morgan, with help from Art Hayssen and Mike George. Mike helped the students pilot the Museum's flight simulator. Later, they all took a trip over to the control tower to see it in action. They also each got a graduation ride with Bob Gallagher in his twin Beech Travel Air, as their parents and scout masters watched from the balcony at Kaiser Air.



Guest instructor Art Hayssen explains pilot licensing to the students of the July 26, 2014 Aviation Merit Badge class.

This was the third of four Merit Badge Classes offered at the museum this year. The next class is October 4. The Aviation Merit Badge Class follows the curriculum requirements established by the Boy Scouts of America. Topics include types of aircraft, the physics of flight, aircraft engines, and careers in aviation. Activities include flying a flight simulator, hearing from guest speakers about various aspects of aviation, visiting a control tower, and getting a graduation flight from an FAA-certified pilot.

You can read more about it and find out how to register on the Pacific Coast Air Museum website: <http://pacificcoastairmuseum.org/classes/meritbadge/> ✪

Sonoma Area Contingent Visits EAA AirVenture Oshkosh 2014

The annual "biggest air show in the world", EAA's AirVenture in Oshkosh, Wisconsin (July 27-August 3, 2014), was well-attended by PCAM members and local Santa Rosa EAA Chapter 124. PCAM Director of Operations Christina Olds was invited to make speeches and sign her book about her dad throughout the week. She ran into various Sonoma County locals at different times and events. Josh and Julia Hochberg of Sonoma Jet Center finally rounded up the merry band on Friday night for a BBQ at their rented house and a wonderful time was had by all. And how could it be otherwise, with beautifully grilled Wisconsin rib-eye steaks on the menu? 🌟



Above, in no particular order... Josh & Julia Hochberg and their two young daughters, Marlon Young, Mike Tovani, Andy and Sam Werback, John Swanstrom, Joe Perez, Ed Kinney, Mark Tuma, Eric and Lerma Swartz, and Christina Olds. There is also an unidentified friend of one of the folks in the photo, and Arnaud, a student from France who is visiting Santa Rosa for the summer. We apologize for not being able to gather full information on everyone. Missing from the photo are Roger and Kelsey Olson who had to return to the Santa Rosa area before this little shindig took place.

Super Kids Visit PCAM

On July 17, about ninety kids from Sonoma State University's "Super Kids Camp" toured the Museum. They had lunch on the patio and climbed aboard the HU-16 Albatross, T-37 Tweet and UH-1H Huey. Super Kids is a summer program for kids ages 5-7. Our young visitors were very well behaved, as were the 17 counselors who came with them. Thanks for a great visit, Super Kids! We hope you come back again soon! 🌟





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

\$40 per year individual; \$60 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>

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PACIFIC COAST AIR MUSEUM

STRAIGHT SCOOP

August 2014

Climb Aboard
August 16 & 17, 2014

Reconnaissance Weekend:
RF-8 Crusader, RF-86F Sabre,
D-21 Drone, SR-71 Components

REMEMBER THESE DATES

Thursday August 7	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
Wednesday August 20	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting
Thursday September 4	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
Wednesday September 17	Tentative: PCAM Member Meeting	
Friday September 19	5:30 p.m. - 9:00 p.m.	Second Annual Mustang Roundup Gala Fundraiser
Sat & Sun Sep 20 & 21	All Day	Wings Over Wine Country Air Show
October 2	5:00 p.m. - 8:00 p.m.	KJZY After Work Concert at PCAM
October 15	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting
November 19	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting
December 17	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting & Holiday Party at Mesa Beverage
December 20, 2014	10:00 a.m. - 4:00 p.m.	Santa Fly-In

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