



**ACTION
REQUIRED**

Year-End Announcements: Elections, Membership, Flight Wing

1. PCAM Board Elections: Your Vote Needed

The terms of three PCAM Directors will expire December 31. Watch your mail for a ballot. Vote for two of the three candidates and return your ballot to PCAM ASAP, or bring it to the Member Meeting on December 17.

2. Stay Current! Renew Your Membership!

All PCAM memberships expire at the end of December. Renew now and continue to receive all benefits. Watch for your renewal forms in the mail.

3. Join the Flight Wing

Also in the mail is an invitation to join the Flight Wing. Help us get these planes back into the sky, and have a great time doing it! See page 6.

A Big Thank You to Accent Printing & Design!

Holiday Party Auction & Raffle Generate \$1,600 for PCAM

By Peter Loughlin



Craig Peoples was auctioneer. His humorous high-speed approach kept people laughing and drove up the bids!



On Tuesday evening, November 18, the folks at Accent Printing & Design held their annual Holiday Party. Each year they sponsor a live auction and raffle, with the proceeds going to a deserving non-profit.

This year, they generously selected the Pacific Coast Air Museum as the beneficiary!

All of us at PCAM owe them a hearty Thank You. This year, the auction and raffle put \$1,600 into the PCAM building fund. This is not the first time owner David Mohle has been generous to our museum. Accent Printing sponsored one of the first Hot Dog Thursdays of the 2014 season and has donated about \$3,000 worth of printing, paper, and design services over the past year.

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The PCAM Mission

"To Educate and Inspire both young and old about our aviation heritage and space technology, to Preserve historic aircraft and artifacts, and to Honor veterans."



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About Accent Printing & Design

Accent Printing is located on Skylane Boulevard very near the airport. They are a commercial printing company and they handle a wide range of projects: business cards, wine bottle labels, flyers, signage, greeting cards, envelopes, stationery, and more. They do four-color printing, foil and die-cutting, mailing, fulfillment and graphic design. They did the design for the recent PCAM fundraiser Gala, handling the brochures, auction handouts, flyers, and website design. They do both full-color offset and digital printing. And as you can imagine, they have a very personal touch that gives them a great reputation for service. Their contributions and support have really helped us put on some great events while controlling costs.

The party itself was a lot of fun. About 50 people showed up, most of them Accent Printing customers. The Accent crew had moved some of the equipment in their production room aside and brought in tables for the food. Guests talked, laughed and visited amongst the printing presses, digital printers, and racks of shelves. We sipped wine and beer and munched on some truly outstanding appetizers created by Dane and Bryn Mohle and contributed by local bakeries, restaurants, wineries, and other providers of famous Sonoma County cuisine. There was a fine spread of desserts as well.

The production room at Accent Printing and Design became the party room for this event. It was fun to see all the presses and work tables converted into buffets covered with appetizers and drinks!

A Lively Auction

The auction was led by friend of the Accent Printing family Craig Peoples. Half auctioneer and half comedian, he stood on the operator's platform of a large printing press and drove the bids up with a witty and rapid-fire approach that kept everyone laughing. There were many auction items, a few of which were a weekend at the Flamingo Conference Resort & Spa, several fine bottles of wine and wine accessories, pizza from Mombo's, a 30-minute flight lesson from North Coast Air, and the Ultimate Flying Experience: a ride in a T-28 Trainer donated by the Pacific Coast Air Museum. Raffle prizes included services and goods from a number of local businesses.



A few of the great auction and raffle items.

The whole crew at Accent was involved in the party:

- Kari Clark, who greeted everyone at the door and assisted Amy Jensen
- Jerry Anderson, who handled sales of raffle tickets
- Dane and Bryn Mohle, who created much of the food themselves
- Craig Peoples, the evening's auctioneer
- Amy Jensen, lead designer and the one who ran the event
- David Mohle, owner, and the driving force behind the event and the decision to choose the Pacific Coast Air Museum as this year's beneficiary.

The Pacific Coast Air Museum thanks everyone at Accent Printing & Design for their energy and generosity, and wishes them the happiest of holidays. ✨

President's Message: Celebrate the Year and Our Accomplishments



Our December meeting on the 17th might be one meeting you should try to make. We always have a large selection of the best foods. We always set aside time for social behavior and celebration of our accomplishments. There will be some video entertainment but most of the meeting is consumed by acknowledging many of our hard-working

volunteers for all of the work they have done to help make our museum a success. This year we will also have an election to fill two of the three Board of Directors vacancies that will open in January. We are blessed this year to have three strong candidates running in the election. I would encourage all of our members to consider spending time as a board member. It is a challenging but extremely rewarding job.

See page 12 for details on the party. I hope you can find the time to join us as we say thanks to our volunteers and reflect back on this twenty-fifth year and our many accomplishments.

— Lynn Hunt

Air Show Flashback

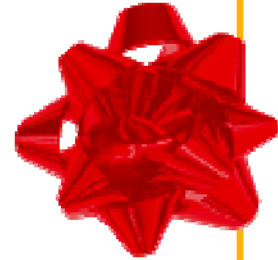
This Nieuport 28 replica greeted guests just inside the gates. Built in 1932, this accurate copy was used in several movies and TV shows, and is now based in Santa Rosa.



Gift Shop December News

20% OFF on Kids' Jackets

Kids' aviator jackets are now marked down 20%, making them perfect for Holiday gifts! They're very popular, and all the little Top Guns love them! Come on in and get yours now, or ask the Gift Shop to order precisely the right one. These jackets come in blue and green fabric, and in a brown leatherette that makes them look just like the classic World War II bomber jacket. And they come covered with aviation and military patches sure to ignite the imagination of any youngster. Several sizes are available. Prices: \$42.99 to \$50.99 depending on size and style. ✪



New Members Since the Last Newsletter

Daniel Barr, Clearlake
James McKeith Family, Santa Rosa
Ed & Susan Adams Family, Petaluma
James Poore, Sonoma
Donald Rossi Family, Arlington, Va

2015 Wings Over Wine Country Air Show Update

Planning for the 2015 Wings Over Wine Country Air Show is well under way. The Air Show Kickoff meeting was held at Mesa Beverage on November 5, and was attended by a lot of people with lots of good ideas. Air Show Director Nancy Heath and other key WOWC personnel are going to attend the International Council of Air Shows (ICAS) convention in Las Vegas, December 8-11, 2014. ICAS is the most important air show event for those who plan and present air shows, and our team will be signing up performers for 2015 and beyond.



Next Meeting: The next Air Show meeting will take place at 6:00 p.m. on Wednesday January 21, just before the monthly Member Meeting. You are invited to attend and see what's going on! Watch for further announcements. ✪

Windsor Christian Academy Visits PCAM

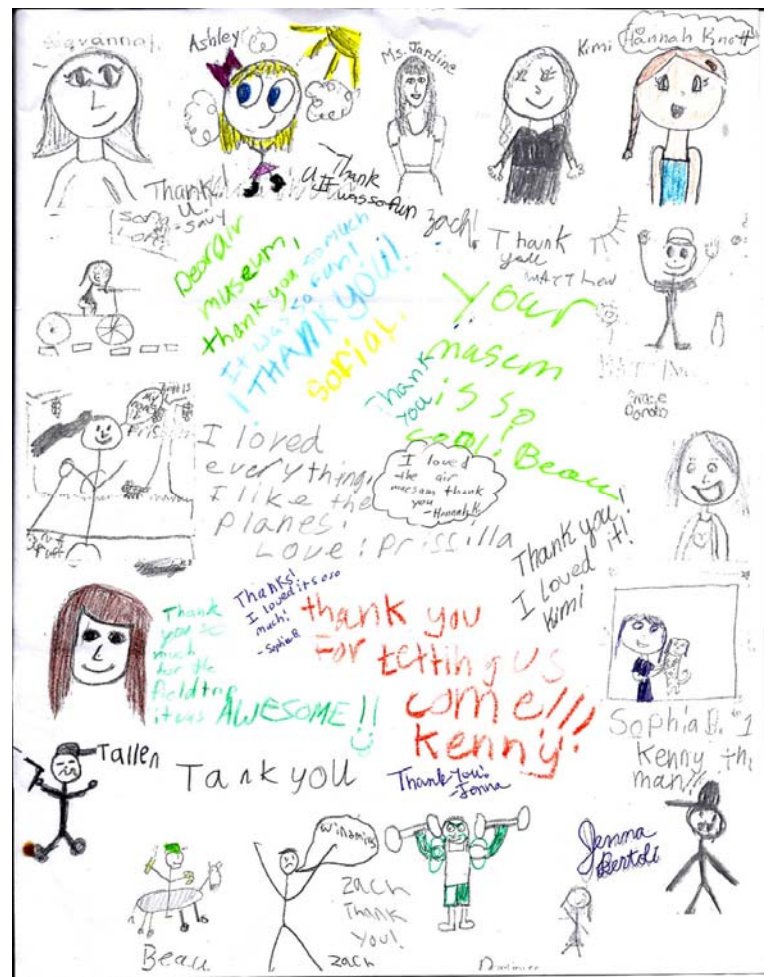
Near the end of October, a great group of kids from Windsor Christian Academy visited the Museum on a field trip. Their illustrated note of thanks and the kind letter from their teacher say it all.

Dear Allan Morgan,
Thank you for welcoming our school to the Pacific Coast Air Museum. We all thoroughly enjoyed the lunch, touring the grounds, climbing in some of the planes, and the history information you gave about the airport. It was a wonderful way to end our unit about early transportation. Hopefully we can arrange a similar tour with you next year.

With sincere thanks,

Tess Jardine
Windsor Christian Academy.

Thank you Windsor Christian Academy! We look forward to your visit next year! ✪



Above: The kids from Windsor Christian Academy sent us a nice and very creative thank you note.

Left: Director of Education & Special Events Allan Morgan teaches the kids a bit about the history of the Charles M. Schulz-Sonoma County Airport, which got its start during World War II as a U.S. Army Air Corps training base. Fighter pilots learned to fly the P-38 Lightning there. Here, Allan introduces the kids to this amazing plane.

Santa Fly-In December 20

Santa Claus will be at the Pacific Coast Air Museum on Saturday December 20!

Thanks to the generous sponsorship by *Active 20-30 of Santa Rosa* he'll be flying in on a REACH Air Medical Services helicopter at around 10:30 AM. This free event is open to the public, and will feature free bags of goodies for the kids, a chance to sit on Santa's lap and whisper your holiday wishes in his ear, jumpees, and more. Food like that at our Hot Dog Thursdays will be available, plus some special additions. The Gift Shop will be open, with wonderful toys and other gift ideas for your children or grandchildren.



This is PCAM's holiday gift to the community, and we will not be charging admission.

Our gates will open at 10:00 a.m. and Santa will arrive around 10:30. His actual arrival time may vary, depending on weather, REACH helicopter availability, and a previously scheduled labor relations meeting with the Northern Elvish Toy Manufacturing and Distribution Union. Let's all hope that goes well.

When: Saturday, December 20, 2014, 10:00 - 4:00
Santa Arrives by Helicopter appx. 10:30 AM.

Where: Pacific Coast Air Museum

Cost: FREE! ★



Active 20-30
Santa Rosa #50
EST. 1929

December in Aviation History...

In December 1969, 20-year-old Barbara Jane Mackle was kidnapped by Gary Krist and Ruth Eisemann-Schier. They buried her alive in a cramped box in the Georgia woods, with food, water and an air supply. Barbara's wealthy Florida family willingly paid the \$500,000 ransom and she was rescued unharmed after 83 hours underground. Krist in the meantime had abandoned Eisemann-Schier, bought a speedboat with some of the ransom money, and took off westbound across the Florida everglades and intracoastal waterway. The FBI found out and pursued in helicopters and a Coast Guard Grumman HU-16 Albatross. The Albatross crew was the first to spot Krist, who soon grounded his boat and tried to hide on a swampy island. He was apprehended the next day. The sensational kidnapping and chase made headlines worldwide. The Pacific Coast Air Museum has a Grumman Albatross just like the one used in this famous search, and on countless other search-and-rescue missions. More interestingly, the pilot of the plane whose crew spotted Krist was Lt. Cmdr. Duane Coppock of the U.S. Coast Guard, now a long-time PCAM volunteer! Make sure to attend the January Member Meeting; Duane will be our guest speaker and will tell about flying with the Coast Guard and helping apprehend Krist. ★



Flight Wing Operations to Begin in 2015

By Lynn Hunt

Beginning in 2015 the Flight Wing Division of the Pacific Coast Air Museum will begin operations of two of its aircraft, our Stinson 108-3 and our flagship Grumman C-1A. The purpose of the Flight Wing is to provide opportunities to experience the magic that is flight to as many of our museum visitors as possible in a practical and safe environment. The Flight Wing will also demonstrate the sights and sounds of vintage aircraft at air shows and other displays in addition to making the aircraft available to support events on Memorial Day and Veteran's Day celebrations.

When PCAM was formed some 25 years ago the dream was to someday provide introductory aircraft rides to museum visitors on a regular basis. Beginning in 2015 the newly formed Flight Wing of the museum will be giving rides to the public on a limited schedule. The goal of the Flight Wing is to do this at no cost to our visitors which may be possible with the Stinson and similar aircraft but unlikely with the C-1A due to its operating expenses. Currently the Flight Wing is preparing a total of five aircraft for use as ride aircraft. These are described further on in this article.

Here are links to two videos that I would like to share with you. The first portrays the pure joy of a young girl's very first airplane ride, and nicely expresses what we would like to accomplish with the Flight Wing. The second one depicts the magnificence and might of the Grumman C-1A. We hope that you can take the time to enjoy them.

Lainey's First Airplane Ride:

<https://www.youtube.com/watch?v=w8JU-1ZrRAg>

The Grumman C-1A Trader:

<https://www.youtube.com/watch?v=hfuY9RNzYCw>



Sponsorships Sought

Today we are getting the word out and seeking sponsorships from anyone who would like help this program succeed. We will gladly display your name or company logo on the C-1A gear doors and on our brochures as well as our new website. We will gladly accept donations of any amount and ask that you earmark them for use by the Flight Wing. The hard-working volunteers of the Flight Wing are determined to make this program a success

Everybody Welcome

If you have the opportunity stop by Hangar 101 at the Sonoma County Airport and see what the Flight Wing is up to. Please consider joining and supporting our merry band. Keep up with us via our museum website and newsletter and give some thought to coming out and helping. Let's see what a new year brings. Anyone of any skill or experience level is welcome to join the Flight Wing.

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The Grumman C-1A Trader (top) and Stinson 108-3 Voyager (bottom) will be the first operational aircraft available for rides from the Flight Wing, starting in 2015.

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Aircraft Updates

Cessna 170B

We were off to an early start with Marcia's 600 hour Cessna 170B time capsule. We disassembled the flaps and ailerons, repaired the corrosion, primed and painted and are now reassembling. We removed the left wing upper skin to deal with more corrosion and we cleaned and primed the wing interior. We are currently making a new upper skin so that wing can go back together. The fuselage is paint-stripped and we are prepping the surfaces for paint. We disassembled the engine for inspection, found nothing in need of repair and will reassemble the engine. Overall the aircraft is in pristine shape and will make an excellent ride aircraft once it's complete which should happen in 2015.

Beechcraft Musketeer

Our Beechcraft Musketeer was already in great shape but with a high-time engine. So we undertook the challenge of overhauling it. The engine was disassembled and the individual components were sent out for overhaul. Most are now back and awaiting reassembly. We need to replace a camshaft but that should about do it. Our plan is still to make this aircraft available to our education department and with an overhauled engine and a fresh annual it will be ready to go.

Piper Comanche

The Comanche was glad to see someone after having sat in a hangar for 12 years. It is in good shape mechanically and most of our efforts this year were to make up for the passage of time. Several new maintenance directives required compliance and have been dealt with. We still have a couple of days of work to perform but the aircraft should come on-line early in 2015.



The Flight Wing is for everyone. Standing in front of our disassembled Cessna 170B are our youngest members. Left to Right: Jason Allen, Sara Clark, Erik Robertshaw, and Ben Cullen.

Stinson 108

Our Stinson 108 has benefitted greatly from the attention lavished on it by her dedicated crew. It now sports new paint, a new intercom and a fresh annual and will be our first ride aircraft in 2015. This aircraft has a long 40 year history at our airport and has enjoyed only loving care from its two previous owners. We plan to continue that legacy.

C-1A Trader

Our flagship C-1A is currently undergoing maintenance to make sure it is ready for operations in 2015. We have been training

flight wing members to perform engine runs and routine maintenance. It is our largest and most complex aircraft and in excellent shape. We are actively seeking sponsors to help with some of the maintenance needs so help us get the word out. Look for her to fly a limited schedule in 2015.

NEW! BD-4 Homebuilt

We just took delivery on a beautiful BD-4 homebuilt which will also be flying in 2015. The aircraft flew in from Southern California and was the creation of a flight test engineer from Edwards Air Force Base, which is reflected in the excellent construction and maintenance of this aircraft.

We have more aircraft in the works as our Flight Wing continues to exceed everyone's expectations. Please consider joining and supporting our merry band. Keep up with us via our museum website and newsletter and give some thought to coming out and helping. Let's see what a new year brings.

As I say, anyone of any skill or experience level is welcome to join the Flight Wing. If you've never hefted a screwdriver we'll teach you. If you've maintained the most advanced aircraft, come and share your experience. Contact me to find out how to join:

aero7550@sonic.net ✪

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

Author E.L. Speed on his Vietnam War Era Historical Novel "Proxy War"

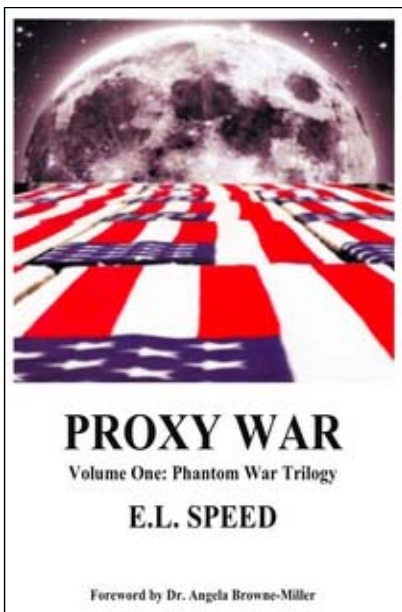
By Peter Loughlin, with assistance from Dr. Angela Browne-Miller

E.L. Speed, author of **Proxy War**, was our guest speaker at the PCAM Member Meeting on Wednesday, November 19. He spoke about his book, his reasons for writing it, and the political background of the Vietnam War.

E.L. Speed, who goes by his middle name Lee, says that the Vietnam War was a "proxy war", in many ways one that was being fought between the United States and the Soviet Union, with China also a real presence, and using South Vietnam and North Vietnam as agents or proxies. It was a hot conflict within the greater context of the Cold War. He also contends that the bizarre and frequently ineffective way in which the U.S. political establishment prosecuted the war was largely the result of pressure to prevent this smaller hot war from escalating into a far larger conflict that could have pitted the U.S. and the Soviet Union directly against each other in a potentially nuclear confrontation.

The Book

Proxy War is a historical novel. It tells a story of the Vietnam War and its effects on those who fought it through the eyes of a U.S. Naval Aviator flying the F-4 Phantom. Lee speaks from experience, having been a Radar Intercept Officer (RIO) flying in the back seat of F-4j Phantoms on missions over Vietnam during 1967, 1968, and 1969. He flew more than 200 such missions.



Lee wanted to bring the F-4 to life for his readers, to give them the experience of flying this incredible high-performance machine. He takes the reader into the cockpit with the flight crew, making real the plane's raw power and capacity for combat. He wanted to make readers' imaginations paint colorful and accurate images, make them feel what seven or eight Gs is like, what a bombing run is like, what a nighttime catapult launch is like. All the anxiety, fear, and exhilaration of jet combat... he wanted the reader to feel what he had felt.

He also uses the book to examine the war and the era, and to tell the story of that conflict through the eyes of the men who fought it. He shows them on their day-to-day routines, facing death one moment and thinking of home the next. They're thousands of miles from the domestic tumult of the late 1960s, trying to come to grips with the reasons for the war, the way they are asked to fight it, and their roles in a conflict that has split their nation.

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Author E.L. Speed poses with a Navy F-4 Phantom II during the Vietnam War. E.L. "Lee" Speed was a Radar Intercept Officer, or RIO.

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Eager Warriors, Reluctant Warriors

Lee explained that there is no way to write about the Vietnam War, and no way to understand that conflict, without delving into the history of the area.

In essence, the beginnings of the war go back 2,000 years. The kingdom we now know as Vietnam was fiercely independent, with its own distinct identity. The Chinese coveted the region, and the Vietnamese successfully fought off the far larger Empire of China for centuries. Finally, in the 18th Century, the French overran the area and made it a colony. This lasted right up until World War II, when the Japanese invaded. Then the French regained control for nine years, finally being expelled in 1954. The country was divided north and south, with communist leader Ho Chi Minh ruling the North and the fervently anti-communist United States supporting the South.

Lee described Ho Chi Minh and those who followed him as seeing the United States as another foreign invader to be expelled from the greater Vietnam. In contrast, the South was a political pocket in many ways still influenced by past French rule. Being accustomed to a variety of foreign powers running things, the South seemed not entirely loyal to the United States and tended not to see as much value as did the U.S. in fighting for what appeared to be U.S. interests.

Thus, the Soviet/Chinese northern proxy "...fought like hell. They were tigers..." because Ho Chi Minh knew what he wanted, and was motivated to get it. But America's southern proxy "...was a feline of a different caliber." There were many complex and often competing historical, social, political, and economic factors influencing the participation of South Vietnam in this proxy war.

After the U.S. pulled out of Vietnam it did not take long for the entire country to fall to the North.



Lee's Phantom preps for launch. That's him in the back seat. And then...



Full afterburner, and a catapult shot. Again, that's Lee in the back seat.

The View through the Bombsight

So how does an American aviator like Lee see this war?

Having been there himself, as a young and naïve combat aviator in his twenties, he speaks from experience when he describes missions to the area around Haiphong Harbor in northern Vietnam. Haiphong is and was Vietnam's premier deep water port, and countless Soviet freighters laden with ammunition and war materiel unloaded there. Flying over in an F-4, you could see large Soviet ships, crammed with SAMs, food, trucks, fuel, AK-47s, AK-47 ammunition, bombs, rockets, aircraft, spare parts, and everything else needed to fight a war. They were free to come and go, tie up at the piers, and unload everything. But Ameri-

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can pilots were absolutely forbidden by the U.S. government to attack them.

In a sensibly run war, these ships would have been intercepted far out at sea and either sunk, captured, or sent back home. Their deadly cargoes would never have made it to the battlefield where they could kill our men and women.

But in that war, they could not be attacked under any circumstance. Why? Because they were Soviet and we were not at war with the Soviets. The USSR may have been provisioning our North Vietnamese enemies, but we were not at war with the USSR. For any American to attack those vessels would be an act of war against the Soviet Union. And a war with the Soviets was unthinkable, as it would most likely have led to nuclear annihilation. This was only a few years after the Cuban Missile Crisis, in which we had come horrifyingly close to such a war and everyone, from the man in the trenches to the man in the Oval Office, was still reeling from that.

So the Navy's F-4s, A-6s, A-4s, and other aircraft were ordered to fly right past these fat yet untouchable freighters and go after piecemeal targets well downstream in the river of munitions that flowed from North to South.

Much has been written and spoken about the Americans' Rules of Engagement, which defined the targets that could be hit and when. Those rules were created largely to avoid angering the USSR and to a lesser degree, communist China. Those rules may well have prevented a global war, but they certainly hamstrung our fighting men. Targets were chosen more out of political sensitivity than tactics. And they were chosen not by battlefield tacticians but by President Lyndon B.



Lee shot this photo of Phantom hooking up with a KA-3 tanker. Phantoms burned a lot of fuel and seemed to be constantly looking for a tanker.

Johnson himself, back in Washington D.C. There is no way a man in his position could possibly know on a day-to-day basis which targets posed either the greatest threat or opportunity. Thus, the selection of targets was frequently inconsistent, ineffective, confusing, and demoralizing.

Lee mentioned the futility of sending a four-plane formation after a target that had come and gone days earlier. And yet just one well-placed 2,000-pounder could have blown one of those cargo ships and its murderous freight sky high.

Lee's fictionalized characters, many of them quite young, go through the full rollercoaster of emotions during missions like this, from anxiety before launch, to the routine of navigating to target, to near panic while dodging SAMs, to the emptiness of knowing it was possibly all for nothing. And when not in the cockpit their emotions about this war are yet more complex.

The Magnificent F-4 Phantom II

Lee's admiration for and love of the F-4 Phantom II is obvious, and contagious too. He calls it the finest aircraft used during the Vietnam War and ranks it with classics like the P-51 Mustang and F4U Corsair.

It was America's first mach-two fighter. It was fast, tough, could carry almost any military store you needed it to (with the possible exception of an internal cannon!) and if you treated it right it could likely bring you home alive. Designed as an interceptor, it took on practically every role an aircraft could: fighter, escort, bomber, close support, reconnaissance, you name it. It could maneuver surprisingly well despite its great weight and high wing loading, and ended up shooting

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down about 75% of the MiGs claimed by Americans over Vietnam.

During its time in service the F-4 Phantom set about ninety records, including an altitude record of 96,000 feet. It held a speed record of about 1,600 miles per hour. One of the most amazing records was flying from the deck to an altitude of 41,000 feet in one minute. And imagine men in their twenties, many who did not yet own a car, flying such multi-million dollar birds.

The Phantom could not turn with a MiG, so Navy aviators were taught to “fight it in the vertical.” On the first pass with an opponent, the Phantom pilot would pull straight up. If the MiG followed, the Phantom would still be climbing when the MiG slowed and had to turn around, at which point the Phantom had the advantage of altitude. Once it had burned off enough fuel, the thrust of the Phantom’s two J-79 engines exceeded the weight of the plane, and it could climb straight up until the engines flamed out at about 65,000 feet.

But it was a thirsty bird. Phantom pilots were known for constantly looking for a tanker.

The F-4 served the United States for 35 years, and still serves today as a target drone. Several of our allies used them, and they are apparently still on active duty in some countries. Not bad for an aircraft that first entered service in 1960.

Intercepting the Russian Bear

When U.S. Navy ships were on their way to Vietnam, the Soviets would send TU-95 “Bear” bombers out to overfly them, just to make it clear that they knew what we were doing. We in turn would send out a couple Phantoms to make it clear that we knew what *they* were doing. These were tense and generally “polite”



Several times Lee and his squadron-mates intercepted Soviet TU-95 “Bear” bombers doing reconnaissance flights over the U.S. fleet. Well-known rules of engagement were followed, though the encounters were always tense. Lee shot this photo of another plane in his squadron.

encounters. Everyone knew the rules of engagement. The Soviet plane would keep its bomb bay doors firmly shut, as opening them would be seen as an act of aggression warranting a Sparrow or Sidewinder missile. The Bear’s tail gunner would keep his automatic cannon pointed straight at the sky, indicating no intention to fire. Our Phantoms would fly formation with the Bear, right over the U.S. carrier and then off over the horizon.

Lee flew several of these intercept missions himself. The Bear was an awesome sight, being almost the size of a B-52 and well armed. But more than that, it gave a dark view into the real nature of the conflict. South Vietnam was fighting North Vietnam, and thousands of miles out at sea the real powers behind the conflict cautiously dueled each other with guns firmly holstered. The two great powers were not about to start shooting directly at each other during this Cold War, but they were expending billions of dollars and tens of thousands of lives to have their proxies fight it out in a hot war in and above Vietnam.

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The F-4 Phantom was one of the iconic military aircraft of the 20th Century. It set ninety performance records during its 35 years of service with the U.S. military.

Everyone at the Pacific Coast Air Museum thanks E.L. Speed for his riveting and engaging presentation. The topic is particularly pertinent in light of events taking place around the world today, and serves as a warning to be very careful about the conflicts in which we get involved.

About E.L. Speed

E.L. Speed is a freelance author who writes under several pen names. He served as a Navy lieutenant and flight officer. He flew more than two hundred combat missions in the famous combat aircraft, the F-4 Phantom II. He currently resides in the San Francisco Bay area where he is an avid sailor and lover of fine California wines and jazz.



Author and guest speaker
E.L. Speed

Proxy War is his debut novel, and the first of several, including **Phantom War**, which is the sequel to **Proxy War** and Volume Two of the *Phantom War Trilogy* -- soon to be released. **Proxy War** can be ordered at <http://www.metaterra.com/proxywar.html>, and E.L. Speed can be contacted through his editor and agent Dr. Angela Browne-Miller at DoctorAngela@mac.com. ★

Holiday Party and Potluck December 17

Mark your calendars for the Holiday Party on Wednesday, December 17! This will be a celebration of our 25th Anniversary year, the holiday season, and the wonderful camaraderie among our members. In addition to a potluck holiday feast, several special awards will be presented including Volunteer of the Year and the annual Presidential Award.



The party will take the place of our regular monthly member meeting and will be at the usual time and place.

Potluck Guidelines: Bring Your Favorite Dish, to Serve Ten

Everyone has a special dishes they enjoy sharing. In past years we've assigned dish types according to last name, but this year we are throwing away the alphabet. We ask that you bring your favorite appetizer, salad, main dish, or dessert. Bring enough to feed ten people. As long as everyone brings enough for ten, we should have plenty.

Please bring a serving utensil for your dish: spoon, fork, pie server, or other as appropriate.

Beverages, paper goods and cutlery will be provided.

As usual, we will have full access to the kitchen so you can refrigerate or heat your dishes in the microwave. However, if at all possible please bring hot dishes already hot as there is not a lot of room in the oven. There will also be dish soap and dishtowels if you want to wash up before leaving.

Call Diana at 707-578-6883 if you have questions.

Time and Location:

Wednesday, December 17, 7:00 p.m.
Mesa Beverage Company, Inc.
3200 N. Laughlin Road. Santa Rosa, CA ★

How I Launched My Aviation Career At PCAM

By Al Musetti, Assistant Manager at Sonoma Jet Center

My experience with the aviation world started at the Pacific Coast Air Museum. I first visited the museum when I was in grade school, on a field trip tour. Climbing aboard the aircraft made the day fly by and I was disappointed to leave. Shortly thereafter, I got a flight with the EAA Young Eagles program in a Cessna 182. It was my first airplane ride ever. Each year after that I made sure to attend the annual air shows but I was not satisfied with this. I wanted something more from the aviation world.

In 2005 while in high school, I got involved in a class project which required volunteer hours at a local community organization, and I knew exactly where to go.

One of my teachers helped by contacting the museum and arranging a meeting with Duane Coppock. Duane helped me get involved in my first project which was working on the Choctaw helicopter. Shortly thereafter I was recruited to work on the A-26, where I met Ron Stout. Ron was an amazing mentor and coach for my project, as he has been for many other students. One of our main projects on the A-26 was working on the right nacelle. The right landing gear had collapsed and it had crushed the nacelle. The museum had gotten a new nacelle, and we were in charge of stripping the pieces of metal and rivets off of it to retrofit it onto the '26. My role included helping to clean parts, open service panels for inspection, unfreeze the cowl flap actuators, and a few other things. This was my first hands-on experience with aviation and I realized how much work went into maintaining these aircraft.



The DC3 that first drew me to Sonoma Jet Center. Yes, that's me.



Al Musetti, working the heavy traffic on the ramp during the Bohemian Grove event, summer 2014.

Working at the museum taught me a lot about aviation. It was the first time in my life that I was really close-up to an aircraft. I learned how rugged and well engineered aircraft were, and saw the time and hard work that went into maintaining and restoring these pieces of history. Working at



Ron Stout teaches us how to prepare the A-26 Nacelle.

Continued from previous page

the museum had gotten me even more fascinated with aviation.

One afternoon after we were done working and had eaten lunch, Ron brought us over to the new FBO (fixed base operator) on the field, Sonoma Jet Center. It was my first experience ever being at an FBO, and we were there to check out a really cool Douglas DC-3 that had flown in. We were able to walk around and take pictures, and climb up inside it to check out the cockpit. Some of the guys even got to take a ride on it. While I waited inside for a few people to get back I chatted with the staff. It was such an interesting environment that from then on I knew this would



Part of my airport family!



My Senior Project, the PCAM Douglas A-26 Invader.

be a great move into my aviation career. I decided I'd like to work at an FBO and immerse myself in aircraft and aviation.

I finished high school and a few months later was lucky enough to be hired on with Sonoma Jet Center in February 2007. Since then I have finished college and worked my way through the ranks as fueler, fueler supervisor, and now assistant manager. I have had so many wonderful opportunities, made so many friends and met so many amazing people and aviators. I am very grateful to the Pacific Coast Air Museum for giving me the opportunity to volunteer and complete my senior project. It opened my eyes and many doors into the world of aviation. ✨

PCAM Education Scholarship Can Help Pay for College

Are you or is someone you know pursuing an education in the field of aviation? The Pacific Coast Air Museum may be able to help, with its Education Scholarship. Each year PCAM chooses a candidate who is 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. The scholarship contributes up to \$2,000 towards higher education.

The application period for the 2014 Education Scholarship is now closed. However, the scholarship will be offered again in 2015. The candidate must be a current PCAM member, and must be nominated by a PCAM member or may apply directly to PCAM. The candidate must pursue a form of higher education related to aviation, be it academic or vocational. The candidate must submit a statement outlining his or her educational goals and objectives. Proof of enrollment is required. Other restrictions apply. The scholarship is an Equal Opportunity program. For details, contact Director of Education Allan Morgan at xmc6958@gmail.com or any board member. ✨



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



STRAIGHT SCOOP

December 2014

*Climb Aboard
December 20, 2014
Santa Fly-In
And a climb-aboard plane or two!
Fun for the whole family!*

REMEMBER THESE DATES

December 17	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting & Holiday Party at Mesa Beverage
December 17	7:30 p.m.	PCAM Board Member election ballots due
December 20	10:00 a.m. - 4:00 p.m.	Santa Fly-In: FREE ADMISSION
January 7, 2015	6:15 p.m. - 8:30 p.m.	EAA Chapter 124 Dinner & Meeting at EAA Hangar
January 21, 2015	6:00 p.m. - 6:45 p.m.	Wings Over Wine Country Air Show open meeting
January 21, 2015	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting

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