



LOOKING BACK AND FLYING FORWARD

Don't Miss PCAM Palooza: Saturday July 19

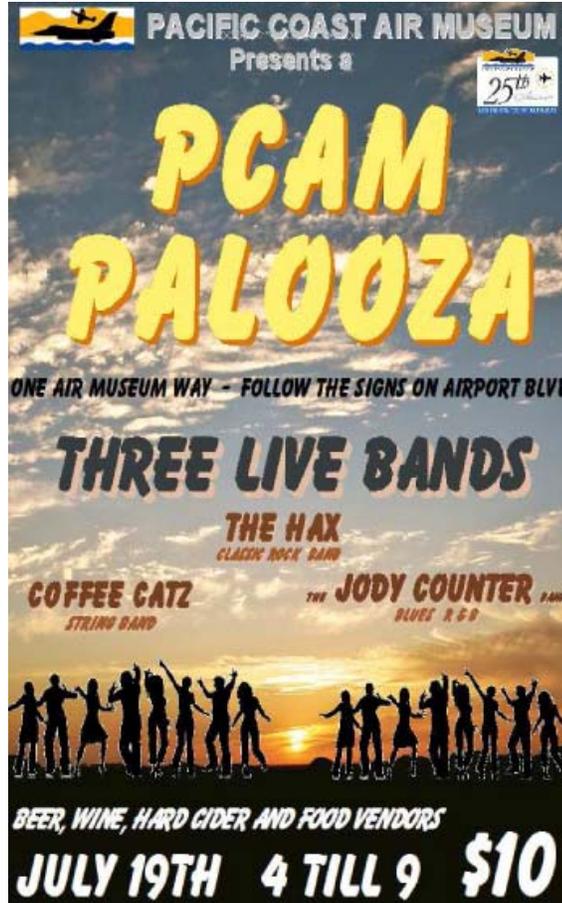
- Three bands
- Just \$10.00 entry fee
- Great food vendors
- Beer, Wine, Cider for purchase

Dance your "Palooza" off as the sun sets and the stars come out!

At PCAM we love a good party, and with Summer in full swing we've got a doozie planned for you.

Three bands will fill the air with their unique sounds, from late afternoon 'till nightfall:

- **Coffee Catz:** string band
- **The Jody Counter Band:** blues and R&B
- **The Hax:** classic rock, led by PCAM's own Stan King



This is a first-time event in Sonoma County: a battle of three live bands on the PCAM grounds. For the unbelievably low entry fee of just \$10 per person, with beer, wine, cider and food vendors provided, these great musical groups will play one after the other from 4:00 p.m. to 9:00p.m. The smooth concrete of our F-15 display pad makes the perfect dance floor (as we learned last year at the KJZY After Hours Concert) so bring your dancing shoes! Picnic baskets, blankets, chairs, low tables and your own beverages are all welcome.



Last October we proved that music, dancing, and aircraft make a great mix. PCAM Palooza kicks it up a notch or three, with three great bands!

Don't miss this fun opportunity to listen to some great music and dance your "palooza" off! ✪

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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"

PCAM Expands its Elementary School Aviation Education Programs

McKinley Mustangs Aviation Club Celebrates Successful Semester at PCAM

By Charley Taylor

This past spring, a collaborative partnership between Petaluma's McKinley Elementary, Petaluma Rotary Club and the Pacific Coast Air Museum brought a new educational program to a bunch of kids who might otherwise never get a chance to fly in a small plane, climb aboard a historic aircraft, or learn first-hand about the science and technology of flight.

The McKinley Mustangs launched their Aviation Club with the enthusiastic backing of Principal Mathew Harris and class sponsor sixth grade teacher Mark Mortenson. Ed Fullerton and Michael Nestler of The Rotary Club of Petaluma and Charley Taylor of PCAM provided classroom teaching to fourteen eager fourth, fifth and sixth graders. They used Mr. Mortenson's classroom for several one-hour after school meetings to learn about all things aviation.

Topics included aviation history, principles such as the Bernoulli effect, aviation terminology, physiology, survival, flight controls, and flight instruments as well as public speaking and leadership.

The culminating event for this year's club was a tour of the Pacific Coast Air Museum and plane rides! PCAM Director of Education Allan Morgan and Duane Coppock coordinated the tour, which included open cockpits of the HU-16E Albatross and the UH-1H Huey.

They also scheduled aircraft pilot-owners Paul Heck and Don MacKenzie to fly the Aviation Club members out to Bodega Bay, over their home town of Petaluma, and back to the Charles M Schulz-Sonoma County Airport. The Rotary Club of Petaluma made a generous contribution to cover fuel and maintenance expenses for those flights.



Pilot and owner Paul Heck briefs his crew on flight safety prior to boarding.



Allan Morgan discusses the history of USAAF Santa Rosa Field as Aviation Club members admire the models overhead.

Principal Mathew Harris very enthusiastically supports the Aviation Club as a catalyst to student involvement in next year's Science Fair projects as well as a means of generating enthusiasm for other aspects of technology, mathematics and engineering. He sees the Club as a feature in programs offered at McKinley Elementary. Club Sponsor Mark Mortenson plans to again use his classroom and state-of-the art facilities as the meeting site. Club members are excitedly looking forward to returning for next year's after school club meetings and to recruiting new club members. ✨

President's Message: Still Waters Run Deep

Looks can be deceiving. As we enter these dog days of summer with elevated temperatures combined with the fact that we are right in the middle of a drought, a casual drive by PCAM might suggest that not much is going on. That could not be further from the truth.

One has only to look a little deeper to find a flurry of different activities happening in and around the museum. First, a quick look into the recent past reveals a great Pig BBQ and Birthday party celebration on June 21. It was a fun time, with a good crowd, live music and awesome food. Thanks to all who volunteered to make it happen. About 30 people turned out for our first "movie night" of the season on June 28. The movie was "Flight of the Intruder" and our experience was made more complete with the presence of our own immaculately restored A6 Intruder.



June 28 was the first Movie Night of the 2014 season, and we watched "Flight of the Intruder" in Hangar 101. You might call it "Night of the Intruder." The PCAM intruder paid us a visit, lending the appropriate atmosphere as it sat right outside the hangar.

Things are happening at the Flight Wing, with work progressing on all of the flyable aircraft. The T-28 crew is making steady progress toward their first engine runs which don't appear far off.

Ron's A-26 crew works weekly on the Invader as do a host of crew chiefs keeping their aircraft presentable. Things are in a constant state of flux in the gift shop so you might want to pass through occasionally to pick up on the latest arrivals and sales. The Tuesday-Thursday gang always has something going on and you might want to avoid the main office on those days lest you be swept up in a whirlwind of activity that our office team seems to thrive on. What might look to some as placid on the outside is really a vibrant and busy organization composed of hard-working volunteers who are busy doing their air museum thing. Indeed, looks can be deceiving.

— Lynn Hunt

July in Aviation History...

On July 27, 1972, the prototype of what some say is the most successful fighter aircraft of all time made its first flight ever out of Edwards Air Force Base in California. The "most successful" moniker stems from the claim that no F-15 has ever been lost in air-to-air combat, though some have been lost to ground fire and accidents. The prototype YF-15A-1-MC Eagle, 71-0280, paved the way for production of 384 F-15A Eagles, one of which resides at PCAM. As you may know, our F-15A, serial number 77-0102, was the first aircraft to respond to the World Trade Center attacks in New York City on September 11, 2001. ★



Cleanup and Rearranging on the Field

By Mark Fajardin, Sr. / Director of Aircraft Acquisitions
 Pictures on this page show the results of our house cleaning and aircraft repositioning on Sunday June 29. Once we moved the A-6 Intruder out for movie night on Saturday we pulled the Choctaw Helicopter out so we could remove all of the aircraft parts and engines that had become clutter on the concrete pad. On Sun-



day we put the Intruder back in its place and then pulled the Prowler alongside the Tomcat, bringing our Grumman tactical jets together for display.

On Tuesday I shoveled out the dirt and pressure washed the concrete pad to really clean things up nicely. Christina had all of the weeds "whacked" around the aircraft to finish cleaning things up. ★

New Members Since Last Newsletter

- Blayne & Bertha Herndon Family, Cloverdale
- Larry Lira Family, Graton
- Joseph Rodas, Junior Member, Fulton, CA
- Bob Wale, WW II Veteran, Healdsburg
- Benjamin Barker Family, Windsor
- Nefi Garcia, Junior Member, Windsor
- Ramon Chen Family, San Anselmo
- Brian Benner, Sebastopol
- Michael McMahan Family, Petaluma
- Kurt Jensen Family, Lakeport, CA
- Jon Petty Family, Rohnert Park
- Don Madson, Windsor
- Giovanna Zarba Family, Sebastopol
- Mike Coreris Family, Santa Rosa
- Gerald McBride, Cloverdale
- Ken Silk Family, Sebastopol

Gift Shop July News

Great deal on kites!

The Gift Shop recently began carrying a great line of kites from Wind and Sun. These make great gifts, and the MicroJet mini-mylar airplane kites are small enough to fly in any yard! In July, the entire line is 20% off: normally from \$4.99 to \$24.99, all space shuttles, fighter planes, Red Barons, DinoSoars, and others are now just \$3.99 to \$19.99. Duane not included. ★



United States Navy audit of the National Naval Aviation Museum Organization

By Mark Fajardin, Sr. / Director of Aircraft Acquisitions

About two weeks ago one of my contacts in the United States Navy quietly informed me that an audit was underway of the National Naval Aviation Museum Organization and that everything was at a standstill until the audit was complete sometime in mid to late July. Audit, what audit?

I learned that due to the poor condition of aircraft in museums around the country the navy ceased donating all aircraft to museum organizations and started an audit / inspection process of Air & Aircraft Carrier Museums from coast to coast. It reminded me of an event last year when the A-6 Intruder Association sent a friend of mine out to survey all of the Intruders in every museum around the country and report on their condition. The report was not a good one. He said, "What I saw is a crying shame."

So how did things get so bad? Simply, many air museums have had their volunteers slowly fade away and then lost their financial and community support. Once this happens the aircraft are left to languish and suffer a slow destructive fate. Unfortunately this audit falls directly on the National Naval Aviation Museum because they are responsible for loaning aircraft to air museums around the country.

So now navy inspectors are visiting air museums to evaluate and grade the aircraft in the collections along with using other grading criteria to decide the disposition of aircraft and to determine if a particular museum will remain a member of the National Naval Aviation Museum Organization. The end result will be the transfer of some aircraft to financially healthy museums, and sadly I fear the destruction of many other aircraft right where they sit. Most air museums do not have the financial resources to relocate aircraft, and NNAM doesn't have the money to relocate them either. So that leaves only one option. The other result will be the decertification and elimination of many air museums from the Naval Museum Organization, and I

have been told by NNAM that the approved list of museums will indeed be much smaller.

One big change that has already happened is NNAM will require museums to first demonstrate financial solvency before they agree to loan an aircraft. That was the first question I was asked when I inquired on having the AH-1J Cobra Attack Helicopter loaned to us.

For informational purposes I've included the actual contract language we have with NNAM outlining what can happen with the aircraft after they terminate the contract with a museum:

SUPPLEMENTAL REQUIREMENTS FOR AIRCRAFT ATTACHMENT ONE (A-1 / A-2)

NNAM (Lender) shall be entitled to immediate repossession of the aircraft or artifact. The Lender will exercise its option under the terms of its contract within 60 days after receipt of written notice from the Museum (Borrower) and will at no cost to the Lender;

1. Advise the Borrower that the Lender has another requirement for the loaned aircraft and will make appropriate arrangements for repositioning.
2. Advise the Borrower that the Lender desires to repossess the loaned aircraft and will arrange for appropriate disposition at the present location.
3. Advise that the Lender has no further requirement for the loaned aircraft and that the Borrower is authorized to dispose of the loaned aircraft by one of the following methods:
 - (a) Demilitarize/destroy per DOD policy
 - (b) Transport the loaned aircraft to the nearest military activity, providing the installation commander of that activity is agreeable to accepting the aircraft.

So what does all of this mean for PCAM ?

NNAM is going to raise the bar in the care and display of museum aircraft, and for us that means a change in how we do business. Your museum leadership is not worried about failing this audit or losing our good standing as a National Naval Aviation Museum Mem-

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ber. Our aircraft and artifacts are in good shape and always receive great reviews due to the hard work of our aircraft crews and supporting members. We are of course concerned about this unprecedented turn of events, but instead of fearing it your leadership team is using it as an opportunity to challenge ourselves and our museum membership to meet it head on and continue to excel at building and maintaining our aircraft in an “excellent” display condition at all times. In the post audit museum world “good,” might not be good enough.



The F-14A Tomcat is one of several aircraft on loan from the National Naval Aviation Museum at Pensacola, Florida and overseen by the National Naval Aviation Museum Organization.

Working with our Director of Aircraft Displays & Restorations along with our individual Crew Chiefs and Crews we will implement a program to gauge productivity and assign goals to meet in the cleaning, maintenance, and restoration of each aircraft. It will be important going forward to show the Navy & NNAM that we have a scheduled program for the care of each aircraft under our stewardship. Being able to gauge set goals will provide accountability for all and allow us to quickly make changes if needed to ensure success.

The aircraft that are affected by this audit / inspection are the following;

A-4E SKYHAWK / A-6E INTRUDER / AV-8C HARRIER /
EA-6B PROWLER / F-4N COCKPIT / F-5E TIGER II /
F-8C CRUSADER / F-14A TOMCAT / F-16N VIPER /
F-84F THUNDERSTREAK / RF-86 SABRE / F-86H SABRE /
F-105 THUNDERCHEIF / T-34B MENTOR.

NNAM spells out very clearly in the contract what our duties and responsibilities are as a Naval Aviation Museum Organization and we will earnestly strive to meet and exceed those duties going forward. Things like excessive dust, dirt, bird feces, corrosion, peeling paint, flat tires, and damage on the aircraft are all violations of the contract and reflect negatively on the Navy. The United States Navy views our aircraft displays as a reflection of their image, proud history, and service of their men & women around the world. Remember that word, “image!”

I started this story by explaining that many museums failed because their volunteers slowly faded away. This problem exists in many museums around the country, and PCAM is no exception. Some of our aircraft currently have no Crew Chiefs and or Crews to care for them. The day to day work around the museum falls to the same small group

of folks, and we are not getting any younger. If we are to avoid the fate of so many other museums then we need your help!

It is our hope that this audit and the changes it will inevitably bring to all Naval Aviation Museum Organizations will encourage our members and supporters to rise to the occasion and strive with an even greater tenacity at producing the finest air & space museum in Northern California.

We are blessed as an organization to have such a dedicated membership and community that has always rallied to the battle cry of the Pacific Coast Air Museum. I have no doubt that with your help we will bound over those raised bars and show our community and the world that we are the greatest little Air & Space Museum in the West.

Blue Skies Always! 🌟

In Case You Missed It: June 18 Guest Speaker — PCAM President Lynn Hunt on Flying for the Movie “The Expendables” or...

By Peter Loughlin, with Lynn Hunt

“How the hell did I get roped into this?” Albatross pilots are likely to say such things when their plane insists on turning right, despite full left aileron. You see, this happened because...

But we get ahead of ourselves. Let’s start a little further back, shall we?

Our guest speaker at the June 18 Member Meeting was Lynn Hunt, President of the Pacific Coast Air Museum. Lynn is a longtime warbird restoration expert and a fixture in the Santa Rosa aviation community. He gave a packed house a riveting and photo-filled presentation of what it was like to be one of the key pilots in the filming of the 2010 blockbuster movie “The Expendables” and the steps it took to get him there.



Lynn (in plane) with friends: Aircraft owner Carlos Edo (center) and Aerial Coordinator and helicopter pilot Fred North (far right).

He began getting calls from other Albatross owners across the country and around the world, asking where he got this or that part, how he repaired the such-and-such, and could he help them with theirs? He and Steve Penning eventually turned this into a business, and they founded Aerocrafters, which specialized in restoring Albatrosses and training their crews.

One Aerocrafters customer was Jorge Grossman, a Brazilian industrialist. Jorge died a few years after his Albatross was completed, and his widow sold it to Carlos Edo, a very famous South American aviator and Brazil’s counterpart to America’s Bob Hoover. More on this later

Another Aerocrafters customer was John Shoffner, who later signed a contract with Red Bull to let them use his

plane. He hired Lynn to be the pilot. Through this connection, Lynn met Fred North, a veteran helicopter pilot who specialized in aerial photography for movie production.

Becoming an Albatross Expert

Lynn grew up around aircraft. His father was a B-25 pilot in World War II. Back in 1983, Lynn had been restoring warbirds for about ten years, and he decided he wanted to get a piece of “Big Iron”. A B-25 was his first choice but was too expensive. Then he and his friend Dave DeWitt heard that there were some Grumman HU-16 Albatrosses in a boneyard outside of Tucson and they eventually bought one. They and a cadre of friends and acquaintances restored it to flight status, and in 1985 they flew it to Santa Rosa. You can still see “Proud Mary” #911 at STS today, in gray and white navy colors.

Prepping for Action

One day in 2008, Fred called Lynn. Fred had been hired as the aerial coordinator on a major action-adventure motion picture, to be directed by and starring Sylvester Stallone, and also starring Jason Statham, Jet Li, Dolph Lundgren, Terry Crews, Mickey Rourke, and other top names. Fred needed an Albatross and a pilot to fly it for filming in Brazil, and decided Lynn was the man. An agreement was reached. Lynn quickly realized it would be too expensive to fly his own Albatross to Brazil so he contacted Carlos Edo in Brazil, who quickly agreed

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to hire out his plane.

Lynn recruited another old cohort and Albatross expert, Mike Castillo, to be Chief Engineer. Several weeks in advance of filming, Mike went to Brazil, picked up the plane, and flew it to a tiny town called



Carlos Edo's Albatross gets a new look and some new equipment in the weeks prior to shooting.

Angra Dos Reis which was about 30 miles from the filming location. He began modifying, tuning, and otherwise prepping Mr. Edo's plane to get it ready for action. This included a new "Expendables" paint job, and a "tactical package." Things did not go as smoothly as they should have, and Lynn flew to Brazil earlier than expected to help out. They finished everything the night before they were scheduled to appear on set for the first time.

The Albatross was to feature in the pivotal scene in the movie, a thrill-packed 45 seconds in which it would strafe (yes, strafe) and blow up a dock full of bad guys. The Albatross was not originally an armed "attack" plane, so this required some modifications. Fixed forward-firing machine guns in the nose were mocked up on a dummy plane and filmed back in the U.S. But blowing up the dock... That was another story.

The script called for the plane to drop a load of gasoline from the air, which was to be ignited as it hit the

target and -POOF!- no more bad guys. Lynn suggested they use the HU-16's existing drop tank racks and electrical release system. In a short time, Mike had rigged a couple of beat up old drop tanks with ram air scoops, valves, and a trigger that would expel the contents at the push of a button. Testing proved it worked spectacularly well. Understandably, they dropped only water and not gasoline. Sorry to disappoint.

The Sales Pitch

Word reached Lynn and Mike that Sylvester Stallone had his doubts about the aircraft scene and whether it could be pulled off. It was supposed to be an important scene but Stallone was ready to drop it altogether and rewrite the script if he had any doubts about it. No one on the crew had even seen the Albatross yet, let alone watched it fly. Clearly, Mr. Stallone needed convincing...

In the picturesque coastal town of Mangaratiba, Brazil, the film crew milled about pensively upon a concrete dock, built expressly for their use. The dock was covered with the paraphernalia of movie-making. Tension filled the air. The next few minutes would make or break their plans for a spectacular movie finale.

"Here it comes! Here comes the plane!" Every eye turned skyward, to the ridge above the town. A small

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Specially modified drop tanks were rigged to drop a load of water, making it look like the good guys were spraying gasoline all over the bad guys.

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speck resolved itself into an airplane. Through a gap between two hilltops it came, quickly gaining speed in a shallow dive over the steep green hillsides dotted with houses. It barreled through a valley, burst out over the beach, screamed past the end of the dock at about 100 feet, and released a spray of liquid from one of the tanks slung under the wings. With a rumbling roar and a trail of blue exhaust it sped off, leaving a miniature rain shower that fell into the bay and misted the film crew.

Mr. Stallone voiced his approval: "That's SICK!" he shouted. (Translation: "Golly fellas, I think that's just terrific!")

Sold! At that moment, there was no doubt that Lynn, Mike, and Carlos' Albatross would have a starring role. Lynn showed us a video that was shot as this demonstration happened, and in many ways it is more exciting than the final cut of the movie.

Filming in and over Mangaratiba

Thus began a couple weeks of long days, with Lynn and Mike getting up at 5:00 a.m. for breakfast. They'd be at the plane at 6:00, load their gear, do a pre-flight, and fly the 30 miles to Mangaratiba to be ready for filming at 7:00. Most days they'd be released by 5:00 p.m. and fly back to Angra dos Reis where they would wash the plane to get rid of the salt water (it took two hours each time), service it, fix anything that had broken, fuel it, oil it, and button it up for the night. They'd head to their little hotel around 10:00 at night and try to find something to eat before collapsing into bed, so they could start over again at 5:00 the next morning. And of course they had kept a similar schedule during the prior few weeks as they prepared the plane. The shuttle flights were required because Mangaratiba had no airport.

The plane featured in a number of shots, many of them at the dock with engines off. All the stars explored the plane inside and out, particularly Sylvester Stallone and Jason Statham whose characters were the pilots.

Cockpit scenes were filmed back in the U.S. in the nose section of a dismantled Albatross.

In all his years of Albatross flying, Lynn had never actually docked one. His first chance came immediately after that spectacular demo flight, when he landed on Mangaratiba Bay and taxied over to a little floating



Sylvester Stallone (in blue shirt) directs from the floating dock. To raise the left float high enough to pass over this dock, Lynn kept about ten gallons of water in the right wing float.

dock to meet the cast and crew. This is no mean feat. The Albatross has no water rudder, and all steering must be done with differential throttle and propeller pitch. The Albatross has reversible pitch propellers, which Lynn had never before needed to use with such precision. He pulled it off without a hitch, and never once embarrassed himself in front of the crew during the rest of the shoot.

Lynn met Sylvester Stallone briefly, but as star, writer, and director he was too preoccupied to say much of anything. Jason Statham was a different story. Friendly and affable, he took an active interest in the airplane and asked Lynn for tips on "how to look like an Albatross pilot." Among other things, Lynn told him to look over his shoulder at the engines every fifteen seconds or so, and to make little

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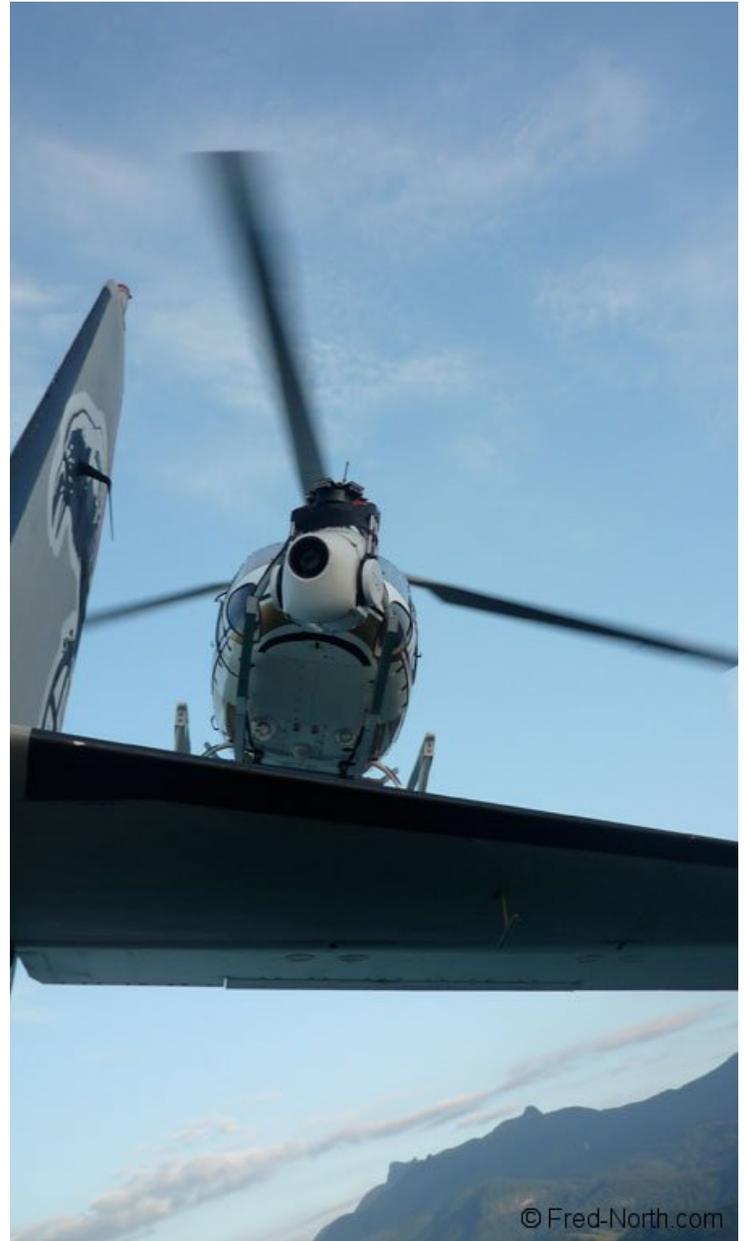
Mr. Stallone discovers the bow hatch on the Albatross. This led to his co-star Jason Stratham standing up through it in flight to fire a flare gun.

adjustments to throttle, pitch, and mixture all the time.

While exploring the airplane, Mr. Stallone discovered the bow compartment. He stood up through the bow hatch, an idea clearly brewing in his mind. “Can we use this? Can we stand up here in flight?” To Lynn’s knowledge, no one had ever wanted to. During a practice run a crew member tried it and found it quite easy. During filming, Jason Statham insisted on doing it himself, without a stunt double. And that’s what they used in the movie.

Lynn told a lot of stories about the actual filming, far too many to tell here. But some stand out.

Lynn let the film crew attach cameras to various places all over the plane to get exciting in-flight footage. At one point, he vetoed their plan to attach a small camera to the top of the wing out near the wingtip. He did not want to disrupt the air flow over his aileron so he had them move it further in. This was going to be the big shot of Jason Statham standing in the nose hatch and firing a flare gun. Several crew members invented excuses to ride along, and Fred North came too. Lynn taxied out into the bay and applied power. He always held full left aileron because they intentionally kept about ten gallons of water in the right float so the left float would be clear of the water and pass right over the dock during mooring. Surprisingly, this time the plane refused to level off even with all that aileron, and



Sometimes Fred flew really close to the Albatross, and we mean really close. Lynn and Fred had flown together on other projects, which was important as trust is essential in a shot like this.

remained in a right bank. And then it occurred to him: “How the hell did I get roped into this?” That camera on the wing was disrupting the air flow and he was losing lift on the right wing, and no amount of aileron could compensate. Fred came to the cockpit and told Lynn that the plan was to turn left, not right. He took one look at Lynn’s expression, saw the yoke turned full

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left, returned to the passenger compartment and had everyone strap in. The bay was big and calm and there was nothing in the way so Lynn let the plane complete its turn. He added another notch of flap for landing. The increased lift was just enough to let him level out and land safely. He taxied back to the dock. The offending camera was removed. As Lynn said after his presentation, you could hang the Eiffel Tower *under* that plane, but just don't put anything *on top* of it.

On subsequent takes, not quite so many crew members wanted to ride along.

The plane performed fabulously the entire time. Hot, cold, or in between, the engines never failed to start. Lynn was obviously proud that he and his plane were always on time and aside from that one hairy takeoff, never caused any delays.

The Money Shot

And now for the finale. Lynn's big role was to dive that Albatross down the steep slope on which the town was built, pull up, and drop the load of "gasoline" all over the pier. It was tricky at first because at his initial approach point he could not see the dock. So he had to find landmarks he could follow until the dock came into view. In particular, he used a tall TV antenna and a statue of a woman, arms outstretched in prayer, perched on a roof. That second one was oddly appropriate, considering the low-level flying. He zoomed down over the town like this several times a day for several days. The townsfolk soon figured out where the best seats were and took to the roofs to watch. Towards the end of filming, the Praying Woman was completely hidden by people. But by then Lynn knew the route well enough and trusted that She was there.

On all of these shots, Fred North followed closely in the helicopter camera ship. Lynn had to throttle back to idle and add 30 degrees of flap to prevent the Albatross from outdistancing the slower helicopter on that downhill run. Lynn had worked with Fred before, so trusted him completely. And that's a good thing, as



Lynn, flying Carlos Edo's Albatross, dives over Mangaratiba on one of the many runs they made to get this "money shot." This photo was taken from the helicopter camera ship, flown by Aerial Coordinator Fred North. The gray tube structure at right is the camera mount on the helicopter.

Fred had to stay pretty close to the Albatross to get some of the required high-action shots.

Originally, there was supposed to be about 45 seconds of Albatross footage in *The Expendables*. In the end, Stallone and the rest of the crew were so happy with the way it looked, flew, and performed that they increased its role to over four minutes. That was obviously a smart move, because *The Expendables* reached #1 at the box office in its first week, and grossed over \$247 million. Not bad for a movie about an Albatross. And we're sure having big names like Stallone, Li, and Lundgren contributed a bit too.

You can find video clips of the Albatross scenes on YouTube.

We'd like thank Lynn Hunt for assembling all the photos and videos that went into his amazing presentation, and for sharing his story with us. We also express our gratitude to Fred North for permission to use his photos in this article. ★



Lynn Hunt

July 16 Guest Speaker:

Colonel Brian Shul, USAF (Ret.) Author of "Sled Driver" Recounts Flying the SR-71 Blackbird

Brian Shul is one of the most popular and dynamic keynote speakers in America today. His compelling story of living fearlessly and embracing the opportunities each day brings, resonates with men and women of all ages. As an Air Force fighter pilot, Brian was shot down in the Vietnam War and severely burned in the ensuing crash. Initially given up for dead, he was finally rescued and spent one year in hospitals, endured 15 surgeries and was told his flying days were over. Amazingly, Brian returned to active duty flying, became an Air Show Demonstration pilot, went on to become a TOPGUN instructor, and culminated his Air Force career by flying the Top Secret spy plane, the SR-71. Flying the world's fastest and highest flying aircraft required an astronaut physical and Brian made Air Force history when he passed with no waivers.



Brian retired from the Air Force in 1990 and pursued his writing and photography interests. Internationally known for his incredible aviation photography, he wrote the first book about flying the Blackbird, illustrated with his own photos. It was Aviation Book of the Year and is today the single most popular book worldwide on the SR-71.

Brian masterfully uses his aviation slides and stories as a vehicle to tell a broader inspired story of hope, overcoming obstacles and daring to dream. From lying near death in the jungles of Southeast Asia to flying the world's fastest jet, Brian shares his amazing story in this most unforgettable one-of-a-kind presentation. Autographed copies of his book about flying the SR-71, *Lead Sled*, will be available at the meeting. ★

Pig BBQ and 25th Anniversary Party

Saturday June 21 saw the PCAM community gather for its annual Western Pig Barbeque. This year the event doubled as a celebration of the Museum's 25th anniversary. The PCAM board of directors did the cooking, serving, and cleanup as a means of showing its appreciation for all the volunteers who work so hard to make this museum what it is. The food was great: barbequed pork, Caesar salad, bread, and chili were the staples, and beer, wine and cider were available for purchase. To add to the entertainment value and enhance the Wild West motif, a group of local Old West re-enactors staged a gunfight on the field. The evening was rounded out with music by The Hax, who played classic rock. It's fair to say that a fun time was had by all, and that we look forward to doing it again next year. ★





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

Greg Colyer flies a restored T-33, a classic straight-wing jet trainer. He'll be back again this year, contributing the sound of his turbojet to the air show experience.



Hot Dog Thursday July 10

Because Hot Dog Thursday would have fallen on the day right before the Fourth of July, we moved it out a week to July 10, so no one had to miss it if they were leaving town early for the three day weekend.



Join us a week later, on Thursday July 10 between 11:30 a.m. and 1:30 p.m. for the usual sumptuous spread.

\$5.00 (\$4.00 for members) gets you admission, a large hot dog, chips, and soda or water. Tom Chauncy's famous Firehouse Chili will be available at \$1.00 a bowl. Thank you to sponsors [Silveira GMC](#) and [Sonoma Jet Center](#) for hosting Hot Dog Thursday on July 10! Be at PCAM between 11:30 and 1:30.

Silveira



Sonoma JET CENTER

The June 5 Hot Dog Thursday was well attended. We have been setting up shade awnings and tables out on the field to provide a nice shady spot for everyone. The Hot Dog Thursday team would like to acknowledge Roger Olson for the fine job he has been doing in getting sponsors for these events. Thank you Roger!

The next Hot Dog Thursday will be August 7. ★

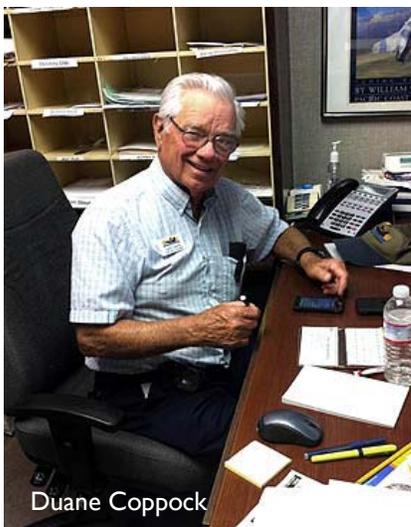
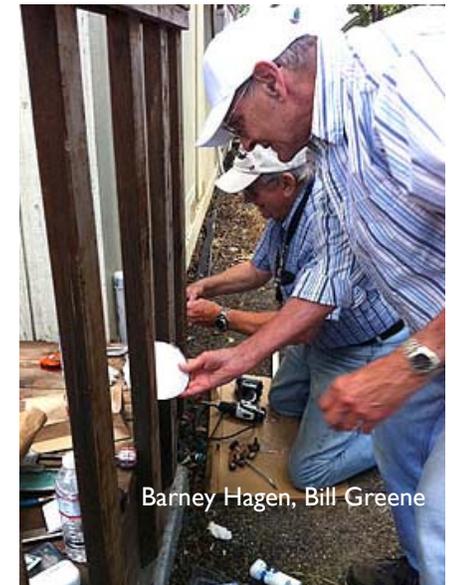
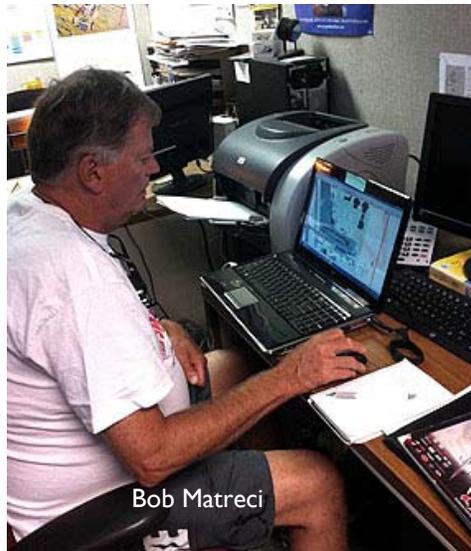
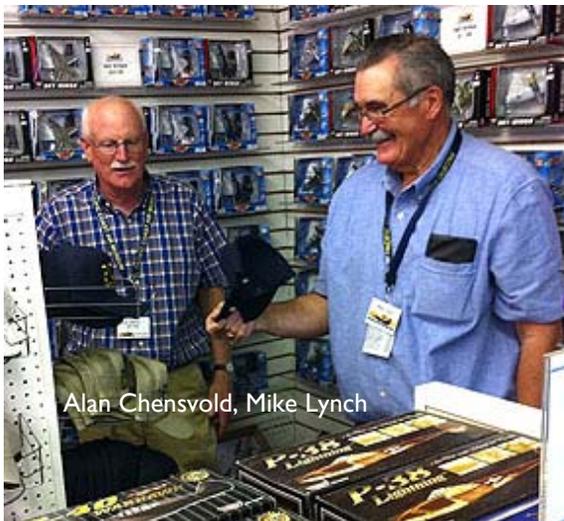
Spend a Day in the President's Club — Volunteers Needed to Staff this Important Air Show Venue

The President's Club provides the best Air Show seats available! We'll be having fun while working hard to give our clients an exclusive and wonderful experience at the President's Club, and we need your help. 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 575-7900 or christina.olds@pacificcoastairmuseum.org. 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. ★

Volunteers Making a Difference at PCAM

Tuesdays and Thursdays at the museum are always bustling with activity. On a Tuesday back in May, we had all of these scenarios happening at once and Christina couldn't resist capturing some photos: David Kinzie on the phone with a new member; Duane Coppock double-checking his bus trip list; Wayne Seamans and Nancy Heath planning the air show; Bob Matreci working on the air show location layout; Barney Hagen and Bill Greene fixing the irrigation system; John Flecto, Jim Madison and Ron Stout changing the tires on the Lunar Rover; Alan Chensvold and Mike Lynch re-organizing a gift shop display. Stan King was ranging far and wide on the riding mower in a battle with the weeds. We regret that he was out of photo range.

These are just a few volunteer activities going on during the week at PCAM. We have good fun while accomplishing a lot. Many upcoming activities will need man and woman power, so now's the time to volunteer if you've been considering it! Call the office at 707-575-7900. We'd love for you to join us. 🌟





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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Barbara Beedon 707-695-3683

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David Kinzie 707-575-7900

Volunteer Chair Emeritus

Norma Nation 707-525-9845

Newsletter Editor

Peter Loughlin 707-704-6498

Web Administrator

Peter Loughlin 707-704-6498

PCAM YouTube Video Channel

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



STRAIGHT SCOOP

July 2014

*Climb Aboard
July 19 & 20, 2014*

*Korean War Weekend:
A-26 , F-84F, F-86H , RF-86F*

REMEMBER THESE DATES

Thursday July 10	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
Wednesday July 16	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting
Saturday July 19	4:00 p.m. - 9:00 p.m.	PCAM Palooza Dance
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
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

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