



LOOKING BACK AND FLYING FORWARD

The Wings Over Wine Country Air Show is Taking Shape

By Wayne Seamans

Greetings from your Air Show Director! We're about five months from the 2014 Air Show, so here's a look at what's in store.

The performers are pretty well lined up. We have Greg Colyer back in his T-33, Frank "Dr. D" Donnelly with his comedy routine in a clipped-wing Taylorcraft, Dan Buchanan with his ultralight routine, and sponsored by Red Bull is the awesome Chuck Aaron in the only aerobatic performance helicopter. We're working on a couple more performers to be named later.



A USMC MV-22 Osprey will do a flight demonstration at the 2014 Wings Over Wine Country Air Show, September 20-21, 2014.

Visit the Air Show Website:
www.wingsoverwinecountry.org

After taking a year off, the Marines are coming back and they'll be doing a stunning demonstration flight with their MV-22 Osprey. We may have other military assets, and we'll update you as those become more clear. *Continued on next page*

URGENT: Tickets Going Fast for Story Musgrave Event May 17



You've probably seen it in the news and read it in the papers by now: NASA's most experienced astronaut, Story Musgrave, will be presenting an inspiring multimedia lecture for PCAM on May 17. Read more on the PCAM website: <http://pacificcoastairmuseum.org/events/StoryMusgrave/>.

You can also [buy your tickets online](#).

This presentation will focus on his amazing experiences in space and his vision for creating a successful life. It is particularly geared towards young people as they set about planning their futures. There is a significant discount for

students with student ID.

We're expecting this event to sell out, so act soon! ✨

In This Issue

- Air Show Update 1
- Tickets Going Fast for Evening with Story Musgrave..... 1
- President's Message..... 2
- Flying Wing Update 3
- Helping Another Museum..... 3
- Pig BBQ & 25th Anniversary Party..... 4
- Nellis AFB "Petting Zoo"..... 5
- Collings B-17 & B-24..... 7
- Bus Trip: Planes & Trains 7
- PCAM Gets Lunar Rover..... 7
- WWII Veterans' Panel..... 8
- Human Race Fundraiser 8
- PCAM Palooza Dance Party. 9
- April Guest Speaker: Navy Captain David Leue' 10
- May Guest Speaker: AMVET Chaplain Tim Maloney 14
- PCAM Open on Fridays..... 14
- 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"

Continued from previous page



Greg Colyer will be back with his T-33 for some stunning jet aerobatics.

The warbird lineup is not firmed up yet, but we know we'll have at least four P-51 Mustangs in the mix. Many warbirds and other planes arrive at the last minute with little or no fanfare, and it's always exciting to see what shows up. Danny Clisham is returning as our announcer, and Willie Turner too as air boss.

We have many volunteer opportunities open, so if you haven't volunteered in the past or if you have but want to do something different, let us know. To volunteer, contact Volunteer Coordinator David Kinzie at 415-279-8759 or davidkinzie@yahoo.com.

We are having air show meetings from 6-7pm on the 3rd Wednesday of each month at the museum. Feel free to drop in, or visit www.wingsoverwinecountry.org. It promises to be a great show this year with the military coming back and new exhibits and performers on the ground to complement those in the air. I'm looking forward to seeing you all there, on September 20 and 21! ✨

President's Message: What's Up With Our Air Show?

One of my favorite old proverbs is "may you live in interesting times".

I don't think any of us could have foretold what has been happening to air shows across our country in the last few years. There has been a steady state of decline in air shows in general. Some of the reasons might have been foreseen such as rising prices for basically everything such as fuel, insurance, rental equipment, etc. Others like the effects of sequestration were not as apparent, yet their effects have been devastating to many air shows. Here at PCAM we recognized early on that we needed to evolve our air show or it might become yet another example of an air show that no longer existed. Merely weeks after last year's show was in the books our team set about planning for this year and several changes were made, all designed to keep the show healthy and popular with our guests while being safe and reasonably profitable for the museum.

Air Show Flashback

You see all kinds of aircraft on static display. The nicks and dings in the propeller and wings of this Grumman-Schweizer crop duster attest to its active use and rough life.



Most notable is the date change. Moving us into September opened up the possibility of inviting some of our Canadian neighbors in their military jets. Let's hope the strategy pays off. Other changes are designed to appeal more to the younger crowd and a back-to-basics in keeping the air show manageable and enjoyable. The amazing group of volunteers who pull this off every year is constantly looking for help so if you think you might have something to offer and you would like to be involved with this event, check in with the gift shop crew and they will take down your information. Or contact Volunteer Coordinator David Kinzie at 415-279-8759 or davidkinzie@yahoo.com. Please help us keep our Wings Over Wine Country Air Show a healthy and successful event to be enjoyed each year by thousands of your neighbors.

— Lynn Hunt

Flying Wing Update

By Lynn Hunt

Work is moving along on the Cessna 170B. A paint-stripping crew led by Jack Caldwell has the wings stripped and ready for some sheet metal repairs. There is still lots of sanding and clean-up to be done. Thursday nights has become Cessna Night and we have been having very good turnouts. The crew has the flaps all detailed and ready for primer and then assembly. Once they are together a similar event will happen with the ailerons.

Jack Caldwell welded up an engine stand for the Continental O-320 off of the Beechcraft Musketeer and once it is mounted Dave Barron will lead his team in the engine overhaul process. Board member and Education Department flight instructor Art Hayssen stepped up with a \$2000 donation toward the overhaul of the engine which will definitely hasten the sequence of events. Thank you Art!



The team works on the Beech Musketeer engine.



Our Stinson Voyager could be flying by early summer.

our expectation that this aircraft will be flying by early summer and available for museum rides.

We are still looking for people who want to be involved in our Flying Wing Program. Go to the website to learn more. ★

Our newly acquired 1947 Stinson 108-2 Voyager has begun a series of steps designed to breathe life back into her. Led by Tim Wayman, work has begun on an extensive annual inspection. One addition necessary to the aircraft will be the installation of toe brakes on the co-pilot side of the cockpit. It is

PCAM Volunteers Help Another Museum

Periodically, PCAM is fortunate to receive help and contributions from other museums (see page 7 of this newsletter for an announcement about the loan to PCAM of a replica Lunar Rover.) We are glad to say that once in a while we are privileged to lend a hand ourselves.

Eighteen months ago, rainwater damaged a motor vital to lifting the canopy on the F-106 Delta Dart at the Aerospace Museum of California in Sacramento (AMC). That canopy weighs about 100 pounds, so lifting it manually every time they want to open it is not an option. As AMC F-106 Crew Chief Kalikiano Kalei says...

Not having any experience rebuilding such a high-RPM milspec motor (14K RPM!) ourselves, we were fortunate enough to be able to have our esteemed friends at PCAM take a look at it. They were able to rebuild the motor... After we received the rebuilt motor back from Jim Mattison at PCAM, we were able to reinstall the motor on the piston assembly... restoring its operation.

So from all of us at PCAM, thank you Jim Mattison and Ron Stout for helping out another museum, and thereby promoting the widespread preservation of these historic aircraft.

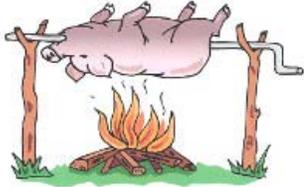


The damaged canopy actuator motor (black cylinder at right) before its re-build.

By the way, PCAM is holding its annual bus trip on Saturday May 31, and AMC is one of the two destinations. See the article on page 7 of this newsletter. Visit AMC online at <http://www.aerospaceca.org>. ★

Annual Pig Barbeque and 25th Anniversary Party, June 21

WESTERN PIG BAR B QUE



If there's one thing we love at PCAM in addition to great aircraft, it's great food.

So join us June 21 to celebrate these two traditions and to raise a

glass to twenty five years of the Pacific Coast Air Museum! This evening event filled with music and food will be a focal event of this landmark year.

We'll be serving the traditional fire roasted pork, with all the fixin's. Enjoy Tom Chauncey's Fireman's Chili and our president's famous Caesar's salad.

The gates and the no-host bar open at 5:00. Wine and beer are \$3.00 and soft drinks are \$1.00.

And kick up your heels to *The Hax*, playing classic rock and led by PCAM's own Stan King.

Tickets are \$15.00 in advance and at the door, and proceeds will go to the Museum's building fund. Watch for further announcements in the newsletter, on the website, and in your email! ★

May in Aviation History...

On May 1, 1967, Lt. Commander Theodore R. Swartz of VA-76 (flying A-4C Skyhawks from Bonhomme Richard, CV-31) was on a mission to attack the North Vietnamese airfield at Kép. During an air battle, Swartz fired a Zuni rocket at a MiG-17, shooting it down. This was the only time during the Vietnam War that any A-4 Skyhawk scored an air-to-air victory over an enemy aircraft. This was remarkable since the Skyhawk was a ground attack plane and the Zuni was an unguided ground-attack rocket. Lt. Cmdr. Swartz was awarded the Silver Star for this feat. PCAM has an A-4E that is similar to the one Schwartz flew, though ours is a later model and is equipped with different armament. ★

May 1 Hot Dog Thursday Draws a Crowd... Next one June 5

We'd like to thank sponsors North Coast Air and the Sonoma County Office of Education for hosting our highly successful Hot Dog Thursday on May 1!

North coast Air brought over two planes from their training fleet to add to the atmosphere.



Diners enjoy their 'dogs under a shade canopy as a North Coast Air Cessna looks on.

Next: Join us on June 5 between 11:30 and 1:30. \$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 [North Coast Air](#) and the [Sonoma County Office of Education \(SCOE\)](#)! ★



Soviet Equipment at the Nellis AFB “Petting Zoo”

By Peter Loughlin

During a recent trip to Las Vegas, I was fortunate to be given a tour of some of the highlights of Nellis Air Force Base by a retired Colonel who served there previously and still has base access. Of the many facilities on base, one of the most interesting and photogenic is the Threat Training Facility (TTF), or the “Petting Zoo” as it is colloquially known. Why call it the Petting Zoo? Because it houses a large number of examples of Soviet weaponry, all of which can be touched, climbed into, sat upon, and otherwise examined. (That is, all but one radar unit which still contains radioactive material so that one is strictly hands-off.)

The Threat Training Facility was established several decades ago so American pilots could learn about the weaponry, armor, and other equipment that would

either be shooting at them or that they would be shooting at. Sometimes both. In it, you will find everything from pistols and AK-47s to SAM missiles, aircraft, and heavy armor. Knowledge is power, and a pilot will show more respect for that ancient 37mm anti-aircraft gun after experiencing firsthand just how quickly it can traverse. And they’ll know better how to attack that Mi-24 Hind helicopter once they sit in the pilot’s seat and discover the blind spots.

The TTF was de-classified in 1993 after the fall of the Soviet Union. But many of these weapons are still used all over the world by countries that may pose a threat to the United States, NATO, or the United Nations. At any time, our pilots and aircrew may run up against them, so the TTF is still very relevant.

The TTF is open to anyone who has legitimate access to Nellis AFB and their guests, as was the case with me. ★



Above left: Mi-24 “Hind”. This heavy gunship helicopter was called the “Flying Tank” by its crews. It and its derivatives are still in use by Russia and countries all over the globe previously equipped by the former Soviet Union.



Above right: SA-2 “Guideline” SAM (surface to air missile). First produced in the 1950s, the SA-2 was a deadly menace to American aircrews flying over Vietnam. Some are still in service today.

Right: T-72 main battle tank. Also still in use all over the world.



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For me, the highlight of the Threat Training Facility was sitting in the cockpits of an authentic MiG-23 “Flogger” (left) and MiG-29 “Fulcrum” (right). The MiG-23 was a single-engine, swing-wing fighter designed to match the performance of the F-4 Phantom. In many ways the MiG designers copied the F-4 exactly, such as the dozens of small holes bored through the air intake “splitter”, the vertical panel immediately to the right of the air intake in the left-hand photo. They didn’t know what the holes were for, but they copied them exactly.



Above, left: Mi-14 “Haze” antisubmarine helicopter.

Above, right: A number of targets, nicely lined up.

Below, left: PT-76 lightweight amphibious tank. Used in Vietnam, this was a common opponent. Many are still in use today.



Which one of these things is not like the others? If you pointed to this one at lower right, you are correct but not because of its vertical orientation. This is an American MIM-23 Hawk anti-aircraft missile unit. It’s good to be familiar with the weapons on your own side so you know what NOT to shoot at. 🌟

B-17 and B-24 to Visit May 28-30

Like PCAM, the Collings Foundation's Wings of Freedom Tour celebrates its 25th anniversary this year. Their B-17G Flying Fortress and B-24J Liberator will be at the Charles M. Schulz-Sonoma County Airport May 28-30, 2014. Come on out and see the planes. For a few dollars you can climb on board and see all the details of these meticulously restored historic aircraft while on the ground. And for a once-in-a-lifetime experience, buy a ticket for half an hour in the air. You'll experience all the sounds, smells, and sights that only an authentic piece of flying history like these can provide. <http://www.collingsfoundation.org>. ✪



Annual Bus Trip May 31: Planes & Trains

Our annual bus trip is coming up on Saturday, May 31. This year we'll be making a fun trip to Sacramento to visit the Aerospace Museum of California at McClellan Field. A box lunch picnic will follow. Then we'll head off to the California State Railroad Museum.



Field. A box lunch picnic will follow. Then we'll head off to the California State Railroad Museum.



Mark your calendars and get your tickets early! They are \$50 each. Call Duane at the office (707)575-7900 or send an email to admin@pacificcoastairmuseum.org to reserve your space. Don't delay! Last year's bus trip filled up a month in advance. ✪

PCAM Receives Lunar Rover Clone

Thanks to our friends at the Space Station Museum in Novato, PCAM now has on display an exact scale duplicate of the Lunar Rover driven on the moon during Apollo Missions 15, 16, and 17. Those are still up there, but this one is going to be on display on the Museum patio, along with massive color photo panels of the lunar landscape. This moon buggy copy was built to NASA blueprint specs by Bill Harrah for Harrah's Museum in Reno. Visitors will be able to sit in it and take pictures. Here's a hearty *Thank You* to the Space Station Museum for helping us round out our space travel displays! ✪

Left: Ron Stout and Don Thoman try out the Rover. It is non-functional, but visitors can climb aboard for photos.



PCAM Director of Operations Christina Olds Moderates *Planes Of Fame™* Air Show World War II Veterans Panel

For those who don't know Planes of Fame, it is a spectacularly well equipped air museum with facilities in Chino, California and Valle, Arizona. Planes of Fame has a large number of flyable warbirds, and showcases them at an annual air show. The 2014 show took place Saturday and Sunday, May 3 and 4. The Planes of Fame Air Show always attracts a big crowd, and features speakers and attractions in addition to the aircraft.

This year, PCAM's own Christina Olds was selected to moderate a very special gathering of veteran fliers at Planes of Fame. In Christina's own words...

As a child of the 8th Air Force, it was an honor to represent the Pacific Coast Air Museum as I moderated the WWII veterans' panel at the Planes of Fame air show in Chino on May 3rd. With me are Col. Bud Anderson, Wilbur Richardson, Jack Croul and Jim White .

Gatherings of this caliber are becoming more and more rare. The men and women of their great generation are slowly leaving us, and it is good to know that organizations like Planes of Fame and PCAM sponsor events where they can still come together. ★

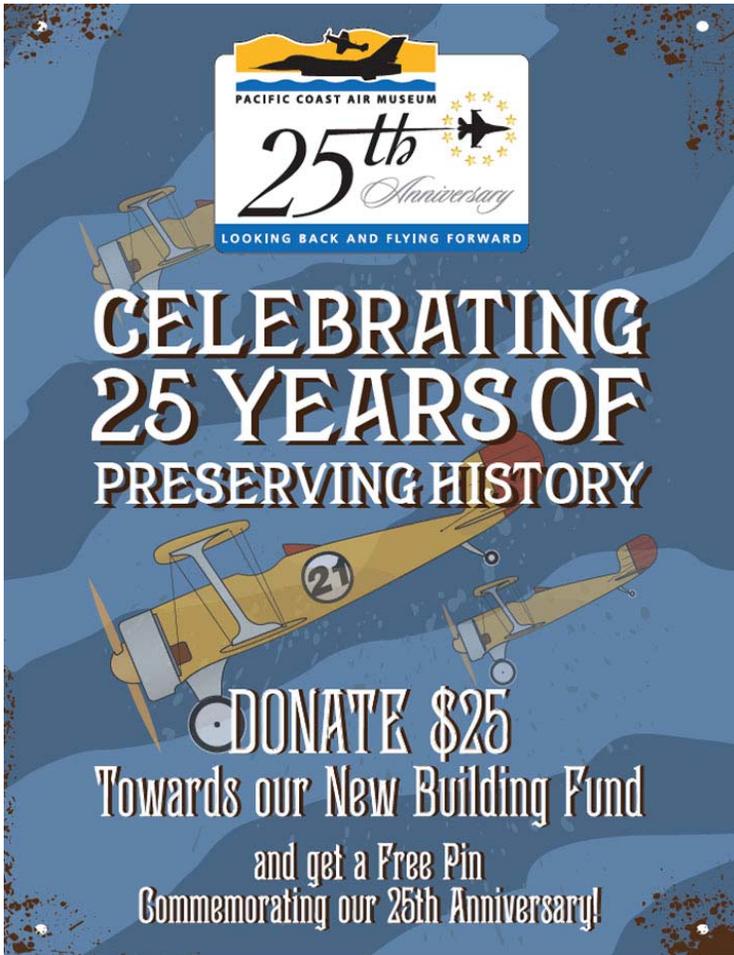
Left to right: Bud Anderson, Wilbur Richardson, Jack Croul and Jim White . Christina Olds stands behind them.



Human Race May 10: It's Time to Soar!

Earn Money for PCAM Education Programs

Join the PCAM Human Race team on May 10 as we walk or run the annual 3K or 10K fundraising event to raise money for our Pacific Coast Air Museum education programs. The Human Race is an annual community fundraiser sponsored by The Volunteer Center of Sonoma County. This year's Human Race theme, "A Time To Soar", is a perfect fit for us at the museum. Our team, along with the Reach Medical team and local businesses close to the airport will set out at 8:00AM on Saturday, May 10 — beginning and finishing in Santa Rosa at Herbert Slater Middle School, 3500 Sonoma Avenue. Timed runners should go to www.humanracenow.org to download the entrance form to return with a \$35 entry fee. There is no fee to walk or run the 3K and 10K in the PCAM group. Please contact Christina at 575-7900 or christina.olds@pacificcoastairmuseum.org if you'd like to join the team. Start collecting money TODAY from family, friends or co-workers. Any size donation, very small or wonderfully large, will help support our Museum's ability to provide education programs for the youngsters in our community. ★



25th Anniversary Pins Now Available

Show your support for your air museum! Donate \$25.00 during our 25th anniversary and receive as a token of appreciation an official 25th Anniversary commemorative pin. That's a great deal at just a dollar a year, retroactive for the past quarter century!



The pin is the 25th Anniversary Logo, in gold-tone, white, and blue.

As part of this campaign we have cre-

ated the poster above, which can be seen in many places in and around the airport and Museum.

All proceeds will go to the PCAM building fund. ✪

Announcing PCAM Palooza Dance Party

On July 19 the Live Music Won't Stop

We're turning up the volume and rocking the field. This will be a non-stop music and dance party, featuring three live bands:

- *Coffee Catz*: String Band
- *The Hax*: Classic Rock Band
- *The Jody Counter Band*: Blues and R&B

Last Fall we found that the concrete pad for the F-15 makes a great dance floor, so we'll be doing that again. We're bringing in a few of the region's favorite food vendors to keep you fueled up, and wine, beer, hard cider, soft drinks, and water will be available if you work up too much of a thirst.

The entrance fee is \$10.00. Watch this newsletter and the website for further details. ✪



Gift Shop April Deal

"Doolittle Raiders" XL and "Sunday Punch" tee shirts are now just \$4.99. The B-25J

"Sunday Punch" was a regular sight at Santa Rosa for many years. ✪



In Case You Missed It: March 19 Guest Speaker — Navy Captain David Leue'

The guest speaker at our April 16 member meeting was author and retired U.S. Navy Captain David Leue'. He came of age during World War II and subsequently flew hundreds of combat missions in F4U Corsairs and F9F Panthers over Korea and A-4 Skyhawks over Vietnam. Using material from his first book, **Korean Combat: The Four Freedoms Betrayed, A Fighter Pilot's Diary**, as a foundation, he discussed his training as a Naval aviator, described some of his combat missions over Korea, and shared his insights into how we went wrong in a big way during World War II.

Training a Naval Aviator

Raised in Buffalo, New York, David joined the Navy as a midshipman right out of high school through the V 5 Naval Aviation Cadet program. This seemed a pretty good arrangement, as the Navy would send you to school and teach you how to fly. He was eighteen years old, and was pleased that with the war over he would not need to go overseas to fight and possibly die.

However, a friend and roommate had different ideas. With a great deal of foresight, he told David that although he would not fight the Japanese or the Germans, he would surely end up fighting the communists. David thought that was ridiculous because the leading communist power, the Soviet Union, was our friend and ally. More on this later.

David began learning to fly in 1946 in the usual Navy trainers, culminating in the SNJ which was the Navy version of the famed AT-6 Texan. After approximately 200 hours of training, he was sent to Corsair ground school to learn the plane inside and out. After some taxi train-

ing he was sent to the end of the runway and told to fly the thing. Keep in mind that the SNJ, the highest-



David and his buddies in the training squadron pose for a portrait in front of their future mount, an F4U Corsair, 1949. David is in the front row, far left.

performing aircraft he had flown to date, had 650 horsepower. The Corsair had 2, 250. It was a handful to fly for a beginner but a great plane once you learned its limitations. Once, when talking with some men from another Corsair squadron, he found that their squadron leader had been killed after his F4U had spun into the ground. This really brought home the reality of flying high-performance fighters. He learned to fly the Corsair

well, performing his carrier qualifications in 1949.

Going to Korea

On Sunday, June 25, 1950, David landed back at his home field after being away for a few days. As he taxied up, he saw that the armorers were all busily loading ammunition on the planes. The ensuing conversation went something like this:

David: Cripes, what's up? It looks like we're at war.

Armorers: We are. Where have YOU been?

David: Jacksonville. Where's the war?

Armorers: Korea.

David: Where's that?

And so, as his friend had predicted years earlier, David went to fight the communists.

Early in the war, there was little air-to-air combat. The Navy needed ground attack aircraft, and the Corsair was great for this. It was fast, could absorb a lot of damage, and could carry a lot of weaponry. David and his squadron were sent aboard the USS Boxer (CV-21), a straight-deck Essex class carrier. His first missions were over Inchon, in support of the United Nations landings

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that pushed back the invading North Korean communist forces. Within three months, most of Korea had been freed and the Boxer was sent home.

Dogfighting with P-51s

David loved to dogfight in a Corsair. If you could trick an Air Force P-51 into a dogfight, you could beat it. The Corsair had 2,250 horsepower to the Mustang's 1,750, so once you started turning you had the power to maintain speed and climb. One time he was flying with a buddy in the San Francisco Bay Area and two '51s jumped them. In the ensuing melee, David and his buddy "annihilated them." Dogfighting like this was strictly prohibited because of the risk. He landed with great trepidation, fearing he'd end up on report or worse. But the news that awaited him was a relief, of sorts. The communist forces had counterattacked in a big way, and they were going back to Korea. His dogfighting transgression would surely be overlooked in their need for fighter pilots. Three days later they were aboard the Valley Forge, CV-45, heading out across the Pacific.

Back to Korea

And now the fighting really began. Supported by Chinese troops and Soviet weaponry, the North had pushed deep into South Korea. David and his mates were flying regular sorties in support of Marines and Army personnel dug into the rocky Korean soil. He did gunfire spotting for cruisers and battleships, dive-bombing on bridges, and strafing on anything that moved. His group got particularly good at dropping napalm. David said, "I could drop a napalm [bomb] right through that window right there." But it was dangerous work. His tail was hit by a shell or shell fragment that probably passed only a few inches above his head. He lost a lot of friends too.

The Valley Forge was on a two-month emergency deployment, but instead of going home with it David and his squadron were transferred to the Philippine Sea (CV-47). The Philippine Sea and other carriers he served aboard during Korea were all the old straight-deck types. Takeoffs were straight off the bow, and



Looking none too pleased about it, David stands near the tail of his Corsair after it was ravaged by flak over Korea, 1951.

landings were made directly up the axis of the ship. Any overshoots or missed traps were rewarded with a crash into parked planes or a flexible barrier, if you were lucky. There was no automated landing system or electronic guidance; the Landing Signal Officer (LSO) used paddles to direct the pilot onto the deck.

Santa Rosa NAS, F9F Panthers, And back to Korea

After that tour in Korea, his squadron was sent to Santa Rosa Naval Air Station and transitioned to Grumman F9F Panthers, one of the early jet fighters. He enjoyed flying the F9F, and also liked living in Santa Rosa.

His squadron was once again deployed aboard the Boxer and sent back to Korea. They were flying F9Fs, but the rest of the Boxer's air wing consisted largely of AD Skyraiders and the venerable F4U Corsairs.

David only ever lost one airplane, and that was an F9F-2 while serving on Boxer. Boxer used hydraulic cata-

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David only ever lost one plane, an F9F Panther that went over the bow of the Boxer due to a low-powered catapult. That's him in the water just aft of the left wing.]

pults that had been designed for use with slower-flying piston-engined aircraft and did not always provide enough speed to get a jet airborne. They were being launched on a raid on Pyongyang carrying six 250 pound bombs each. He was the first one catapulted but fell victim to the old catapult and settled into the water in front of the ship. The flight deck officer's solution was to take two of the bombs off each jet and keep launching. David was picked up by the ship's helicopter. A deck crewman took a picture with a Brownie box camera, and David's old and worn print is reproduced in this article.

His last mission over Korea was a strike on a power plant on the Yalu river. There were about 200 MiG-15s based just forty miles away, and they fully expected to encounter them. The Navy fliers made their run, encountered some flak, hit the bridge, and were on their way without seeing a single enemy plane. It turns out that the enemy, thinking that all these American planes were coming after them, had fled.

Throughout all his 329 combat missions, David never saw a single enemy aircraft.

David later led an A-4 Skyhawk squadron during the Vietnam war, but this was not part of his presentation.

The Plaque(s) at PCAM

During his time aboard Valley Forge, David was asked by the ship's Executive Officer (XO) to create an air wing plaque to be placed on the ship's hangar deck. David enlisted the help of LTjg John Kordeleski, an artistic squadron mate, and the two went to work. They created a thick pentagonal base of Philippine mahogany, and painted the crests of the five squadrons on it.



David presents the plaque to the XO of the Valley Forge in 1951.

David says the real artist was LTjg John Kordeleski, far left.

They occupied one of the poker tables in their 42-man bunk room for a full two weeks, a disruption that not appreciated by the other men in their group. That plaque remained on the hangar deck bulkhead aboard Valley Forge until she was scrapped in

1971. At that time, a friend of David's retrieved it for him, and David carted it around for the next thirty years. He eventually donated it to the Pacific Coast Air Museum in his beloved Santa Rosa, and the Museum possesses it to this day.



The plaque, yellowed with age, is on display in the PCAM exhibits room.

He and his surviving air group mates placed another plaque at the old Santa Rosa Naval Air Station in 1990 to commemorate the contributions of Carrier Air Group 2 during the Korean War. Despite the closing

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of that Air Station long ago, this bronze plaque remains there, bolted to a large boulder. Efforts are currently under way by PCAM and others to move the plaque to the PCAM grounds.

The Four Freedoms Betrayed

A theme throughout David's books is the betrayal of the Four Freedoms. To properly understand this, we need a brief refresher course on mid-Twentieth Century history.

Most of us know that Germany started World War II by invading Poland in September, 1939. But something that has been erased from most history books is that Hitler had help from his avowed ally Joseph Stalin of the USSR. The Soviet Union invaded Poland from the East shortly after Nazi Germany invaded it from the West. Germany and the Soviets divided Poland, each ruling their sections through fear, rigged elections, and mass murder. This left Germany free to invade Western Europe. Only Great Britain under Churchill remained unconquered – and they were holding on by the most tenuous of margins.

In his famous “Four Freedoms” speech – the State of the Union address of January 6, 1941 – President Franklin D. Roosevelt described the four basic freedoms, summarized as follows: freedom of speech, freedom of religion, freedom from want, and freedom from fear. These he used as a rallying point against the “the so-called new order of tyranny which the dictators seek to create with the crash of a bomb.” And the dictators he referred to were Hitler, Mussolini, Hirohito, and Stalin.

However, when Hitler later turned on his erstwhile ally and invaded the Soviet Union in June of 1941, Churchill and then Roosevelt adopted the philosophy that “the enemy of my enemy is my friend” and “embraced Stalin” as David puts it. Despite our own shortages we sent vast amounts of aid to the USSR, which helped them re-take millions of square miles of Eastern Europe that the Germans had seized a few years earlier.

Unfortunately, a victorious Stalin had no intention of returning countries like Poland, Lithuania, Romania, Hungary, Czechoslovakia, the Ukraine, and others to their own people. In the subsequent Cold War, the heavy influence of a strengthened and emboldened Soviet Union was soon seen and felt in the rise of communism in China, North Korea, North Vietnam, and other places. And their MiGs and Kalashnikovs were soon killing our boys in Korea and Vietnam.

So the question arises: What if the United States and Great Britain had clung to their values and NOT supported the tyrant Stalin? Would Nazi Germany have succeeded in defeating the Soviets and become impossibly strong, as our leaders of the time feared? Or would Germany and Russia have fought each other to mutual exhaustion, leaving us to defeat the remnants of both and return that part of the world to democracy?

David's attitude is that we should not have propped up Stalin, a totalitarian dictator bent on crushing freedom. It may have been expedient to “embrace Stalin” for the sake of defeating Hitler, but for millions of people across the globe it led to the destruction of the very freedoms we held so dear. And for the U.S., new generations of Americans had to fear nuclear war, endure life and death on countless battlefields, suffer inconsolable losses, and fight for the very freedoms that ought to be ours without question.

About David Leue'

David Leue' has written two books about his experiences as a naval aviator. **Korean Combat: The Four Freedoms Betrayed, A Fighter Pilot's Diary** tells his story of flying F4U Corsairs and later F9F Panthers during the Korean War. His detailed work takes us back over sixty years to describe an upstate New York youth who grew up during WWII and entered the US Navy shortly after war's end. He describes flying his first combat missions over Korea as well as the arduous steps that led to earning his designation as a Naval Aviator and wearing his Navy “Wings of Gold.” His book describes the politics that led to the Korean War as well the political developments during that conflict.

Continued on next page

Captain Leue's Navy career spanned 32 years and saw him promoted through the ranks to Captain. His career went on to include leading an A-4 Skyhawk squadron flying combat during Vietnam, chronicled in his book **Vietnam Combat: An Attack Pilot's Diary, The Four Freedoms Betrayed**.

We are very grateful to Captain Leue' and his wife Stella for making the trip to Santa Rosa from their home in Clovis, California. David is always eager to talk about his experiences and his views, and was happy to do so despite health problems. We'd also like to point out that they flew here in their own plane... so it seems David is a true Aviator, through and through. Thank you David and Stella, and best of luck in everything. ✨

May 21 Guest Speaker:

Chaplain Tim Maloney, AMVET Post 40

With Memorial Day upon us, it is time to reflect on all Veterans, those who made the ultimate sacrifice in service to their country and those who came home to bear witness to their comrades' passing. Thus it is with great honor that we present Chaplain Tim Maloney at the May 21 PCAM member meeting.



Tim is a sixth-generation San Franciscan. He served in Vietnam and is currently Post Chaplain at AMVET Post 40. He is also Family Service Counselor and Celebrant at Santa Rosa Memorial Park & Cemetery. After a long career in the military and the retail jewelry business he answered a call to full time ministry in a local church. Tim will share his memories of Veterans he has known, many of whom were members of the Pacific Coast Air Museum. He will also reflect on the annual Avenue of the Flags ceremony held at the Santa Rosa Memorial Park. And on a lighter note, he might just tell us some inside stories about the Reno Air Races, with which he has been involved since 1968. ✨

New Members Since Last Newsletter

Leonard Wills Family, Santa Rosa
Otis Wheeler, Junior Member, Kenwood
Doug Newfield Family, Hercules, CA
Larry G. Scott, Santa Rosa,
Katherine Reilly Family, San Francisco

Your Stories and Photos Needed

Do you have aviation-related materials that you think would make a good addition to the Straight Scoop newsletter? Would you like to be a regular contributor? Maybe you have some photos that you think the PCAM community should see?

If any of these are true, or if you are just an aspiring writer, let us know! We want to publish your material! Of course it needs to be pertinent to the PCAM mission, but show us what you have, or send us your proposal for an article you would like to write, and we will eagerly consider it!

Send all submissions to Straight Scoop editor Peter Loughlin at pcam-news@loughlinmarketing.com. ✨

PCAM Now Open Fridays

Last Summer PCAM experimented with opening up on Fridays. The results were so positive, we're doing it again! From now on, PCAM will be open Fridays from 10:00 a.m. through 4:00 p.m. This includes the Gift Shop and all Museum displays. So if you have a Friday free, come on down and give us a visit! ✨

PCAM Aviation Summer School in June

Just a reminder that PCAM's Aviation Summer School is coming up fast! Course 1 is June 2-6, and Course 2 is June 9-13. Various topics are covered, from the physics of flight to navigation to aviation careers. Tuition for each 10-hour course is \$145.00. See the website at <http://pacificcoastairmuseum.org/classes/summerschool/> for details. ✨



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, Friday, 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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Web Administrator

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PCAM YouTube Video Channel

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



STRAIGHT SCOOP

May 2014

*Climb Aboard
Supersonic Weekend
F-4C Phantom, F-106 Delta Dart
T-38 Talon, F-4 "Blue Angels" cockpit
May 17 & 18, 2014*

REMEMBER THESE DATES

Saturday May 10	Begins 8:00 a.m.	The Human Race Walk & Run Fundraiser "It's Time to Soar"
Saturday May 17	Begins 10:00 a.m.	Santa Rosa Rose Parade—come watch the PCAM float!
Saturday May 17	6:30 p.m. - 8:30 p.m.	An Evening with NASA Astronaut Story Musgrave
Wednesday May 21	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting
May 28-30	TBA	Collings Foundation B-17 & B-24 at STS
Saturday May 31	8:00 a.m. - 6:00 p.m.	Annual Bus Trip: Aerospace & Railroad Museums, Sacramento
June 2-6	10:00 a.m. - 12:00 noon	Aviation Summer School Course 1
June 9-13	10:00 a.m. - 12:00 noon	Aviation Summer School Course 2
Thursday June 5	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
Wednesday June 18	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting
Saturday June 21	5:00 p.m. - 7:00 p.m.	Annual Pig BBQ & 25th Anniversary Party
Saturday July 19	4:00 p.m. - 9:00 p.m.	PCAM Palooza Dance
Friday Sep 19	5:30 p.m. - 9:00 p.m.	Air Show Gala
Sat & Sun Sep 20 & 21	All Day	Wings Over Wine Country Air Show

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