



LOOKING BACK AND FLYING FORWARD

## Accent Printing: Holiday Party to Benefit PCAM

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THIS YEAR WE ARE RAISING MONEY FOR THE  
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Founded in 1989, the Pacific Coast Air Museum is a non-profit organization whose mission is 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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### 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."

## President's Message: Looking Ahead to 2015 and Beyond

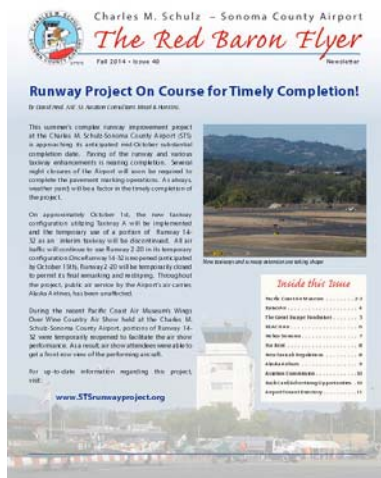
With November comes another busy part of the annual cycle that includes budgeting and fiscal planning for the next year. This provides the opportunity to look at where we are, followed by where we are trying to go, and eventually determining the best path to get us there. The various departments within the museum continue to work on various ways to improve our product and make it available to the public. It is during this detailed level of planning that one can really get a handle on all that is going on and it is amazing. Historically speaking, the museum has traditionally enjoyed a conservative approach to fiscal spending and this has been amplified during the last years of recession. However, time does not slow down nor does the aging of our outdoor fleet and the damaging effects of weather. Our annual budget must support many activities and of primary importance is the maintenance of our museum assets, let alone the need to gradually improve and develop our many artifacts. The many people and local businesses who choose to support our museum financially provide us the opportunity to perform this work and to each and every one of you we are extremely grateful.

— Lynn Hunt

## Red Baron Flyer Devotes Two Pages to Air Show

By Peter Loughlin

The Red Baron Flyer is the official newsletter of the Charles M. Schulz-Sonoma County Airport. We are gratified that they devoted two full pages of their Fall issue to coverage of September's Wings Over Wine Country Air Show, complete with photos and a plug for next year's air show. Read the Red Baron Flyer at <http://www.sonomacountyairport.org/red-baron-flyer>.



## Gift Shop November News

Hurry in for Best Selection on Kids' Jackets... These are Great Holiday Gifts and Won't Last.



Our new line of Kids' aviator jackets is very popular and they are going fast, but you can still get them in time for the holidays! We sold a bunch of these at the Air Show in September, and a lot more since then. Come on in and get yours now, or ask the Gift Shop crew 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. 🌟

## Flight Wing Kicks Off for 2015 Season

By Peter Loughlin



Wednesday October 29 saw the first official Flight Wing meeting of the 2015 season. With summer over and the vacation season done with, people are now back in the swing of things and focusing on what is really important: classic aircraft. And the Flight Wing has them in spades.

The Flight Wing is the division of the Pacific Coast Air Museum dedicated to restoring and flying classic aircraft. It got its start near the end of 2013, with a number of donations of aircraft and funds. So far the Flight Wing has six aircraft, in various stages of restoration. Some are virtually flyable (with just a little maintenance) and others need a couple years of work. The driving vision behind the Flight Wing is that aircraft are supposed to fly, so let's get them flying.

Lynn Hunt led the meeting (and also grilled the hot dogs... as with most PCAM functions, this meeting began with food). He started with a discussion of finances, explaining that hangar rental fees and insurance are constant expenses that must be budgeted for. There were several generous monetary donations earlier in the year, but that has pretty much been spent on aircraft restoration and maintenance. Lynn floated the idea that the airplanes should be made to pay for themselves. Sponsors could be found to donate money for storage and major restorations, and the Flight Wing could sell aerial tours that would cover regular expenses like gas and oil, plus a little extra. These are just ideas for now, and firm plans are still in the future.

The meeting was held in Hangar 101, across Becker Blvd. from the Museum parking lot. About 20 people attended. This meeting competed with Game Seven of the 2014 World Series, so attendance was a little low. The big news



©Peter Loughlin

The Flight Wing's 1946 Stinson Voyager is a real beauty, and needs only a few minor touches before she's ready to fly. Photographed the day before the 2014 Air Show, where she was on static display with the rest of the Flight Wing aircraft.



Left to right: Ben Cullen (returning member), and new members Sara Clark, Jason Allen, and Erik Robertshaw. Fore-ground: left wing of the Cessna 170, with upper skin removed and new primer inside.

for many was the addition of three new Flight Wing members from one of the local high schools (see photo above). The Flight Wing is an incredible opportunity for young people to work on actual operational aircraft. It's an experience different from what anyone else their age is likely to see, and gives them an unparalleled head-start in terms of career opportunities and bragging rights. And how cool is it to point to a plane in the sky and say, "That's flying because of me"?

Anyone of any skill or experience level is welcome to join the Flight Wing. If you've never hefted a screwdriver they'll teach you. If you've maintained the most advanced aircraft, come and share your experience. Contact Lynn Hunt to find out how to join: [aero7550@sonic.net](mailto:aero7550@sonic.net). ★

## Planes 'n Cars

By Peter Loughlin

What is it about aircraft and automobiles? The two just naturally seem to go together. If someone is nuts about aircraft, they probably like cars too. And vice-versa. This postulate was put to the test on Thursday, October 9 and once again it held true. On that day, a couple dozen classic cars and their drivers from the Marin Car Club got a rare opportunity for photos posed next to some classic aircraft on the PCAM field. It was all a bit too busy to get names and statistics, so here's a collection of photos for your enjoyment. ★



## First Air Show Meeting for 2015 Season

By Peter Loughlin

The first planning meeting for the 2015 Wings Over Wine Country Air Show was held the evening of November 5. Led by new Air Show Director Nancy Heath, it was an opportunity for PCAM and Air Show volunteers to hear about plans for next year's show, and to speak up on how to make the show better, improve turnout, and keep Air Show guests happier. About thirty people attended. Some key topics were...

- The likelihood of getting either U.S. or Canadian military jets to perform.
- Marketing: how to reach more of our target market and convince locals to spend their entertainment dollars with us. Also, better branding for the show.
- Sponsorships: cover costs by getting local businesses to pay for them in return for promotion.
- How to improve the guest experience when the show is held on the south end of the airport.
- Increasing the number of volunteers.
- And much more.

It was a very productive evening, with lots of good open discussion. Watch for announcements of future meetings in this newsletter and via email. ★

### Air Show Flashback

Jacque Warda realized her life-long dream by learning to fly at age 50, and just a few years later is tying smoke into knots at air shows all over the country.



## In Case You Missed It: October 15 Member Meeting Guest Speaker: James "J.R." Williams

### Lt. Frank Luke Jr., First Aviator to be Awarded the Medal of Honor

By Peter Loughlin

There's a saying among flyers that there are old pilots and bold pilots, but no old, bold pilots. Sadly, the tale of Second Lieutenant Frank Luke, Jr. illustrates this aphorism a little too well. J.R. Williams, President and Chairman of the Board of the League of World War I Aviation Historians, was our guest speaker at our October 15 Member Meeting, and he told us the inspiring yet tragic tale of Lt Luke, the first aviator to be awarded the Medal of Honor.

Luke flew for the U.S. Army Air Service during the First World War. His combat flying career lasted less than two months. He began flying missions around the



2nd Lieutenant Frank Luke Jr., first aviator to be awarded the Medal of Honor by the United States Congress.

was second only to Eddie Rickenbacker's. His Medal of Honor was awarded posthumously in recognition of these amazing feats.



Lt. Luke stands next to one of the SPAD XIII fighter planes he flew. His aggressive tactics and excessive self-assurance meant that several of his planes got badly shot up, and probably led to his early demise.

### Mixing it Up Came Naturally

Luke was born on May 9, 1897 in Phoenix, in the Territory of Arizona. He was the fifth of nine children, and had a typical "Territory" upbringing, spending his time in the outdoors. In high school he played baseball, football, and was a sprinter. After graduation he worked as a copper miner and dance instructor. Anyone laughing over the incongruity of the two avocations was apparently silenced by his reputation as a professional bare-knuckle boxer. He was very independent and a risk taker, which colored his career and relationships with other fliers and officers.

Back then, only the most adventurous risk takers learned to fly. So when Luke reported for duty with the U.S. Army on September 29, 1917, applying to the fledgling Air Service was a natural step. After training in the U.S. on Curtiss Jennys and other types, he was shipped to France and reported to the U.S. Fighter School where he trained in single-seat Nieuports. He was assigned to the 27th Squadron and was soon flying the fast and robust SPAD XIII, which he flew on all his combat missions. All of Luke's combat took place in the Verdun sector near the Meuse River.

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## The Loner and His Wingman

Luke did not fit in, largely because of his bravado and independent spirit. Even as pilots go, he was a bit too brash. In addition, his German heritage engendered some prejudice. He became friends with only one flyer in the outfit, an aristocratic Joe Wehner from Massachusetts. Wehner, also of German extraction, was a particular target of suspicion and there were mumblings that he could be a spy. Luke and Wehner stuck together, and their record and actions over the next few weeks likely dispelled any doubts regarding their loyalties.

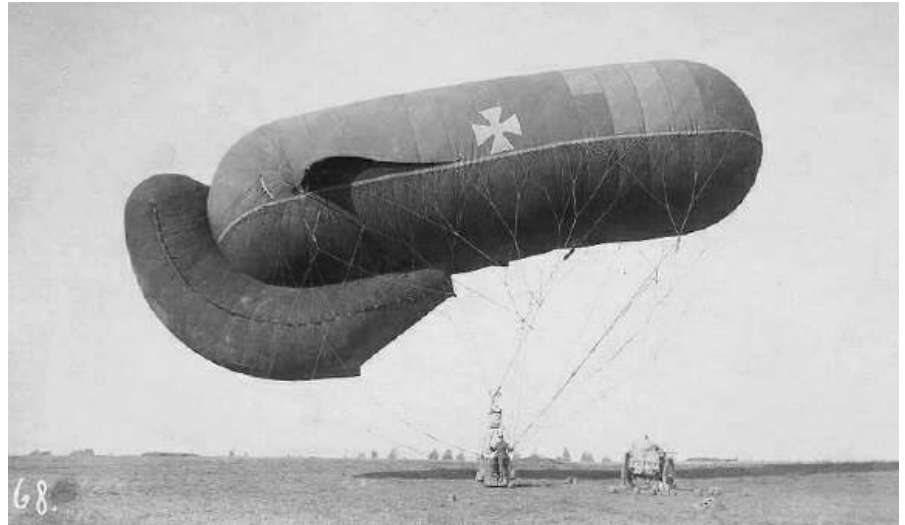
## The SPAD XIII and Observation Balloons

Their mount was the SPAD XIII, a high-powered single seat biplane fighter built by the French and introduced to combat in late 1917. It had a thin airfoil that made it the fastest airplane of the war in level flight, but reduced maneuverability. Speed and robust construction were its advantages and if flown intelligently it was a dangerous foe. For Luke and others, it was an ideal “balloon busting” machine because it could dive steeply upon them and get away quickly

Observation balloons were very important to both sides for artillery spotting, watching for troop movements, and so forth. They floated at about 6,000 to 10,000 feet, and were tethered to a winch on the ground. When enemy planes attacked they were reeled in quickly. The Germans surrounded them with anti-aircraft guns on the ground. Also, if a pilot succeeded in flaming a balloon, there was the danger of being engulfed in the fireball, tangled in the tether, or flying into the ground if the balloon was at low altitude. Excessive speed during the attack dive could rip the fabric from the plane’s wings. All this made balloons extremely dangerous targets.

## The Kills Rack Up

Luke claimed to have shot down a German plane on August 16, 1918. But there were no witnesses, and he was too keyed up over his first kill to note the location



A typical German observation balloon. Balloons were extremely dangerous targets because they were always heavily defended by aircraft and anti-aircraft guns.

or even the type of plane. He got no credit for it. After that he was careful to secure witnesses, either by alerting others in advance to watch for the big show or contacting friendly witnesses immediately afterward.

His first credited kill came on September 12 when he shot down a German balloon. After that, he and Wehner began flying together, the two of them often going off alone on several missions a day. Wehner was with him on September 14 when Luke shot down two balloons. Wehner chased off two of the highly dangerous Fokker D.VII biplanes and Luke brought his SPAD back badly damaged from ground fire. This became their standard operating procedure: Luke would attack balloons, Wehner would guard against enemy fighters, and Luke would limp home in a shot-up SPAD. Wehner would say of this balloon busting act, “Frank and I have developed a specialty: we are sausage hunters.”

Luke shot down three Germans on the 15th, two on the 16th, and a remarkable four on the 18th. These were mostly balloons and a few airplanes.

On the 18th, things went badly. While attacking a pair of balloons, they were in turn attacked by two Fokker D.VIIs of Jasta 15. In the melee, Luke shot down one Fokker, but could not find Wehner afterward.

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On his way home, Luke shot down a German two-seater. Luke landed to examine this plane, his 13th kill, and make sure he got credit for it. A U.S. Army Signal Corps cameraman was nearby and photographed Luke next to the wreck.

Wehner was listed as missing in action. Their partnership had lasted less than a week.



Lt. Luke stands next to the German two-seater he shot down on September 18, the day his partner Joe Wehner disappeared.

Luke was now officially the leading U.S. Ace. An article about him and his exploits appeared in the New York Times, in which he was dubbed "The Arizona Balloon Buster". He continued taking outrageous chances to shoot down more. He was also flaunting regulations, flying lone wolf patrols without authorization and stopping overnight at other airfields without permission on at least two occasions. Captain Alfred "Ack" Grant was the commanding officer of the 27th, and was a stern disciplinarian. He tried to reign in the wild Arizonan but Luke was shielded from him to a degree by Major Harold Hartney, commanding officer of the First Pursuit Group, of which the 27th was a part. Hartney seemed willing to overlook Luke's trespasses, apparently because he was so good at fighting the enemy. Grant to the contrary is reported as having said of Luke "I'm going to recommend him for the Distin-

guished Service Cross, then by God I'm going to court martial him!"

## Final Mission

On the afternoon of September 29, one year to the day after reporting for duty to the Army, Luke took off without permission and flew to one of the First Pursuit Group's advance airfields. Grant learned of his destination and phoned a ranking officer there, 1st Lt. Jerry Vasconcell, telling him to ground Luke. But Hartney was also there and did not know of Grant's order to Vasconcell. Luke asked Hartney for permission to go hunt balloons. Hartney hesitated and then agreed. Vasconcell, knowing of both Grant's and Hartney's involvement, chose not to intervene.

Luke took off. He circled the 7th American Balloon Company and dropped a message saying that they should watch for him to shoot down some German balloons. He flamed one nearby balloon for certain, observers from the 7th witnessing it. Luke is credited with shooting down a second, but some evidence points to that one having been shot down by Granville Woodward of the 95th Aero Squadron. However, Woodward was shot down himself and captured that same evening so any claim he could have made was lost. The kill was credited to Luke.

On his way to the village of Murvaux, Luke shot down German balloon BZ35, his final kill. He is said to have made a strafing pass over Murvaux, killing six German soldiers and wounding many more. He then turned back the way he had come, flying low past the hills outside of town. German gunners began firing down on him from the hilltops. He was hit in the right shoulder by a large caliber bullet which exited his left side. This is very similar to how German ace Manfred Von Richthofen was killed several months earlier.

Luke immediately sought a place to land, and came down in a farm field near a stream. Some claim he strafed more German troops just before landing, but there is little support for this. He climbed out of his plane and on foot headed down a slight slope to the

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stream, pulling out his M1911 pistol on the way. He collapsed after about 75 yards. As German troops approached he fired several shots. His legend naturally states that he went down fighting to the last, taking several Germans with him but in truth no Germans were hit. Luke was dead by the time the German soldiers found him. They buried him in Murvaux.

Luke's fate was not known until early in 1919. After the war, American Captain Friedrich Zinn, who had flown as an observer for the French and then served on Colonel (later General) Billy Mitchell's staff, volunteered to investigate the nearly 200 American flyers missing in action. He was remarkably successful, finding all but two or three. He found Wehner and it is largely from his work that we know what happened to Lt. Luke.

Zinn's discoveries are on record, but J.R. and other members of the League of World War I Aviation Historians discovered more. By building relationships with the people who live in the Murvaux region – in one case the grandson of one of the men who helped bury Lt. Luke – and visiting the site themselves, they uncovered official town records and family stories that completed the picture and actually corrected some of the details. It is from this research that J.R.'s presentation was constructed.

## Honors

After the war Luke's remains were moved to the Meuse-Argonne American Cemetery. His permanent marker bears lettering in gold leaf, an honor bestowed only on Medal of Honor recipients. He posthumously received the Distinguished Service Cross and a supplemental award of a Bronze Oak Leaf Cluster for his actions between September 12-18. More recently, in 2007 a reconstructed SPAD 13 was painted with



Lt. Luke's final flight path, September 29, 1918. This was pieced together from several sources by members of the League of World War I Aviation Historians. It illustrates the amount of detail that can be discovered about actions even a century in the past.

Luke's colors and hung in Terminal Three of the Phoenix Sky Harbor Airport. It is 80% original, being constructed from parts taken from three other SPAD XIII's. Only 20% of it is new material. Two Air Force bases were named after him: Luke AFB in Arizona and Luke Field on Oahu, which was taken over by the Navy in 1939 and renamed Hickam Field. There is a statue of him in front of the Arizona Statehouse, and a marker commemorating him across the road from where he died near Murvaux.

Luke was the first aviator to be awarded the Medal of Honor by the United States Congress. His citation reads in part as follows:

After having previously destroyed a number of enemy aircraft within 17 days he voluntarily started on a patrol after German observation

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balloons. Though pursued by 8 German planes which were protecting the enemy balloon line, he unhesitatingly attacked and shot down in flames 3 German balloons, being himself under heavy fire from ground batteries and the hostile planes. Severely wounded, he descended to within 50 meters of the ground, and flying at this low altitude near the town of Murvaux opened fire upon enemy troops, killing 6 and wounding as many more. Forced to make a landing and surrounded on all sides by the enemy, who called upon him to surrender, he drew his automatic pistol and defended himself gallantly until he fell dead from a wound in the chest.

You will note that the Citation's details vary from the more accurate account that has since been assembled. And that is the way it is with history. In the moments after a great event and while the dust is still settling, it may be most convenient for the weary survivors to accept the account that first presents itself. But as the years press on, little inconsistencies and obvious errors demand to be investigated. And that is what the League of World War I Aviation Historians is for.

All of us at PCAM thank J.R. for his painstaking research, and for presenting it to us in such a fascinating way.

## About J.R. Williams

In addition to being President and Chairman of the League of World War I Aviation Historians, J.R. is also their Director for Marketing and Advancement. As part of his involvement with the League, J.R. has been a guest commentator on the History Channel and on WarBird Radio. He is a frequent speaker on WWI aviation history and has made numerous research trips to northern France, Belgium and Germany. Visit the League's website: <http://www.overthefront.com/>.

Additional information for this article was found on the Wikipedia website ([http://en.wikipedia.org/wiki/Frank\\_Luke](http://en.wikipedia.org/wiki/Frank_Luke)) and on the Ace Pilots website ([http://acepilots.com/wwi/us\\_luke.html](http://acepilots.com/wwi/us_luke.html)). ★

## November 19 Guest Speaker: E.L. Speed, Author of *Proxy War* on Behind-the-Scenes Machinations of the Vietnam War

Join us on November 19 for a presentation by author E.L. Speed, who has written **Proxy War**, a historical novel based on the hidden truths about the political, military and personal events surrounding the Vietnam War. E.L. Speed will be accompanied by author, agent, and psychologist Dr. Angelia Browne-Miller who wrote the forward to **Proxy War**. Autographed copies of Mr. Speed's book will be available at the meeting.



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. **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.

From the Foreword: "**Proxy War** immerses us in a fascinating yet chilling, romantic yet troubling story of love, war, heroism, confusion, and intrigue. Against the disturbing backdrop and hidden truth about the Vietnam War, E.L. Speed's fascinating piece of historical fiction, **Proxy War**, tells the tale of two dishonest and strong willed presidents, a young diplomat on the brink of treason, and its star protagonist, a naval aviator and war hero. This hero, living the moral dilemma of the period, is increasingly and dangerously conflicted about his role in the War. Nevertheless, he puts his life on the line daily as he fights a Proxy War in the skies over Vietnam." ★

## Big Day for Blue Angels Cockpit

### First a Science Fair, then a Yacht Club

By Julia Hochberg

For the second year, PCAM brought an exhibit to the North Bay Science Discovery Day held on November 1st at the Santa Rosa Fairgrounds.

The North Bay Science Discovery Day is part of the larger Bay Area Science Festival produced by the University of California at San Francisco and sponsored by companies including Chevron, Bosch, Oracle, Genentech, and First Tech Federal Credit Union. The 10-day festival culminates with 30,000+ people enjoying 150 exhibits at AT&T field in San Francisco.

The goal of the North Bay Science Discovery Day is to have a special Science, Technology, Engineering, and Mathematics event FREE for families in the North Bay. The event is completely run by a volunteer committee that includes PCAM Board Member Jim Sartain. The local event is presented by Keysight Technologies, the Buck Institute on Aging, and the University of California at San Francisco.

In 2013, PCAM brought the Huey helicopter which was rated one of the top three exhibits by attendees of the festival. PCAM was unable to return with the Huey this year, so a team of PCAM volunteers including Ron Stout, Jim Sartain, Tom Chauncy, Christina Olds, and I brought the Blue Angels F-4 Cockpit. There was a steady line of visitors waiting for their chance to sit in it throughout the festival from 11:00 a.m. to 4:00 p.m. We don't know how



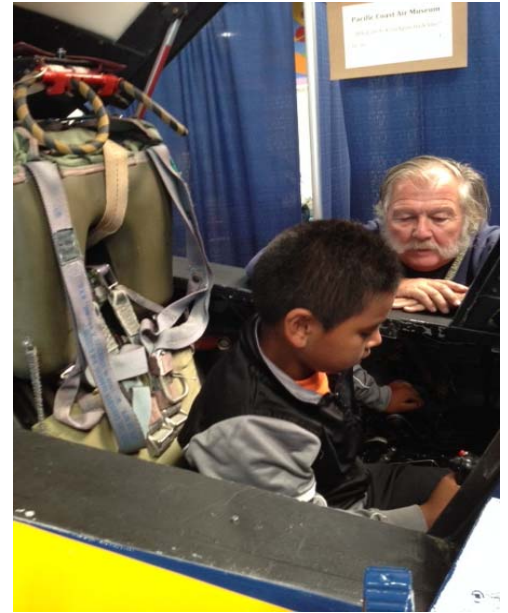
many actually climbed in, but it was a lot! Other great hands-on exhibits at the festival included dissecting a squid, enjoying ice cream made with liquid nitrogen, testing catapults, playing with electric circuits, and walking through the inside of a giant (inflatable) whale.

On a personal note, this was my first North Bay Science Discovery Day festival and I was really blown away by all the amazing hands-on activities that area companies and organizations graciously set up at the Sonoma County Fairgrounds. Happy and enthusiastic families were so excited to be there and so appreciative of the volunteer efforts to put on the event.

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I wanted to be a kid again and spend the whole day going from table to table and trying out all the neat equipment, experiments, and activities. The event continues to be great exposure for PCAM. Festival organizers estimate 12,000 local kids and parents attended this year and I fully support PCAM's continued and increasing presence at this event. The North Bay Science Discovery Day is a unique and wonderful opportunity to put our museum, air show, and education programs in front of such a large, local audience.



## And Then, Off to the Yacht Club

By Christina Olds

After a long day at the Science Discovery Day, we scrambled to pack up the Blue Angels Cockpit and whisk it south all the way to the San Francisco Marina. The event was the Commodore's Ball at the St. Francis Yacht Club. We parked it outside the main entrance, and proceeded to help guests in evening gowns and tuxedos in and out of the cockpit. Ever try to stuff a dozen yards of fluffy satin into an F-4? There's a reason such outfits are not regulation. The photo below shows



the Cockpit parked outside the entrance. Above is Randy Trommer, committee chair for the Commodore's Ball. He's also a 777 pilot for American Airlines.

These two events together demonstrate the broad appeal of the Pacific Coast Air Museum and our unique exhibits. We have something for everyone and we appreciate every opportunity we have to share it with the community.

This aircraft is on loan from the National Naval Aviation Museum at Pensacola, Florida. ✪

## A-6 Intruder Flight at 2014 WOWC - In Miniature

By Charley Taylor

Mark Fajardin Sr. and I first met Dylan Baltazar and his dad, Armand, at the 2013 Wings Over Wine Country Air Show. Dylan, ten years old at the time, came back to look at our A6-E Intruder (BuNo 155595) more than once that weekend. He told us he was going to build a flyable RC (radio control) Intruder.

Imagine our pleasant surprise on Sunday of this year's Air Show when Dylan (now eleven) and his father arrived with his flyable Intruder in hand. Dylan posed for photos and explained the aircraft's construction while demonstrating the flight controls, retractable landing gear and fully functioning flaps. Dylan was scheduled to be one of the first to fly with the Wine Country Flyers Model Aircraft Club that morning, which always puts on a great RC demonstration at our Air Show. Dylan took the time to demonstrate a full power run up of the screaming jet engines (ducted electric fans) while he and his dad anchored the plane. He then asked each of the Museum's A-6 crew to autograph one of the drop tanks as the EA-6B Prowler crew had done when it flew in last December. Armand shared a video showing the first time Dylan flew his A-6. In analyzing the paint job on the RC Intruder, I explained the significance of the side number 400 which traditionally carried the Carrier Air Group (CAG) Commander's name and the colorful tail markings displaying each of the air wing's squadron colors.



Dylan Baltazar and the radio-controlled flying A-6 Intruder model he built himself and flew at the Air Show. The PCAM Intruder stands behind him.



Left to right, Steve Dumovich, Charley Taylor, and Mark Fajardin. Dylan stands in front with his model and radio control transmitter.

Imagine the sight of two Marines (Steve Dumovich & Ron Massey, both former A-6 maintainers in Vietnam) and us two Navy veterans looking skyward as Dylan piloted his Intruder. He's an impressive pilot — he's been flying RC since he was seven years old. Seeing the dives, steep turns and knifing maneuvers revived the spirit of an airplane that left the fleet almost twenty years earlier. Thank you Dylan for all your work and love of aviation and for reminding us all here at PCAM that the youth of today are the future of aviation.

And thank you Steve and Ron for coming all the way from Oregon and Texas to help present our preserved A-6E during the Air Show!

The PCAM A-6 Intruder (BuNo 155595) is on loan from the National Naval Aviation Museum at Pensacola, Florida. 🌟

## 60 Scouts Earned Merit Badges at PCAM in 2014

By Allan Morgan

About 60 scouts from Northern California and as far away as Tahoe & Los Angeles participated in the four Merit Badge classes held this year by the Pacific Coast Air Museum. The course closely followed the curriculum required by the Boy Scout manual. Subjects in-



Above and at left: some of the Boy Scouts, parents, troop leaders, and PCAM instructors who participated in Merit Badge Classes in 2014.

cluded physics of flight, aviation history, aircraft engines, pilot qualifications, and aviation careers. Students got to fly the Museum's simulator and visit the control tower. To cap it all, each got a graduation flight donated by local licensed pilots. Several parents attended the class and when seats were available, flew with their Scouts. Four of these courses will be offered in 2015. Keep an eye on the website and future issues of the Straight Scoop newsletter for dates and times. ★

## November in Aviation History...

The UH-1 "Huey" helicopter was used for medevac, troop insertion, transport, as a gunship, and for many other purposes during the Vietnam War. Hueys were often right in the thick of the fighting and their crews and pilots figured in many heroic actions. On November 14, 1965, two U.S. Army Huey pilots of the 1st Cavalry Division's Company A, 229th Assault Helicopter Battalion, earned Medals of Honor while supporting ground troops at Landing Zone X-Ray, Ia Drang Valley: Major Bruce P. Crandall and Captain Ed W. Freeman.

They and their crews — and other pilots and crews in their group — flew dozens of missions under heavy fire, evacuated approximately 70 wounded soldiers, and delivered badly needed ammunition to ground troops. Their Medal of Honor citations state that their actions saved many lives and boosted morale in the face of a determined and numerous enemy. PCAM has a UH-1H, a later and larger model than Crandall's and Freeman's UH-1Ds, but it is similar to theirs in general aspects. It is one of the Museum's most popular "climb-aboard" aircraft. ★



## 2014 Elections for Board of Directors

Each year three members of the Board of Directors are elected to serve three-year terms. The terms of directors Chauncy, Herrington, and Marinelli will expire December 31, 2014. All three are eligible to seek re-election if they choose to run. Elections will be completed during the next few months. Two of the directors will be elected by the membership and one will be elected by the Board of Directors.

Our Bylaws require that candidates for the board of directors be *General Members at the time of nomination*. Before or after nomination, the Nomination Committee will determine whether candidates are qualified to serve. (Incumbent directors are presumed to be qualified and their candidacy is not evaluated by the Nomination Committee.) In making its determination the committee considers at least the following:

- Is the candidate a General Member?
- How long have they been a member?
- Why do they want to serve as a director?
- How do they see the position of director?
- Have they ever served as an officer or director of any non-profit organization?
- Are they presently serving as an officer or director of any non-profit organization? If so, how long have they served and what office do they hold?
- What is their present or former employment?
- Will they be able to regularly attend board meetings?
- Will they be able to regularly attend member meetings?
- Will they be able to commit at least a few hours per month to Museum business outside of the meetings?
- Will they be able to assist at the air show?
- Do they have ready access to email?
- What qualities do they possess that will make them an asset as a director?
- Does the candidate appear to be someone who will be able to get along in a group of eight other strong personalities?
- Is the candidate willing to assume responsibility for a major project or division of the Museum?
- Does the candidate understand the board's policy concerning conflicting interests?

To be elected, a candidate for director must be nominated. This includes incumbent directors. Nominations may be made in one of three ways:

- You may nominate yourself.
- You may nominate another.

- The nomination committee may nominate one or more candidates.

The nominations may be in the form of a written nomination, on a form provided by the Museum, or verbally, no later than at the November 19 general meeting, 7:00 pm, at Mesa Beverage Company, Inc. 3200 N. Laughlin Road, Santa Rosa, CA.

*All candidates will be given an opportunity to make a brief verbal campaign statement during the November 19 general meeting.*

If you intend to run for election or intend to nominate someone else, please be sure to do so no later than the end of the time provided at the November 19 meeting. *If you intend to nominate someone else please discuss it with them first as they must be willing to explicitly accept the nomination, either in writing or verbally at the November 19 meeting.*

After the time provided for nominations has passed, the Nomination Committee will complete its evaluation of all candidates who have accepted nomination. Those candidates who are deemed qualified will be so notified and included on the ballot.

Each candidate appearing on the ballot will be given the opportunity to submit a written statement to be included with the ballot. *Submission of the statement must conform to these rules:*

- You must submit your statement no later than 5:00 p.m., Wednesday, November 19, 2014.
- All statements must be *submitted via email*, to [admin@pacificcoastairmuseum.org](mailto:admin@pacificcoastairmuseum.org).

*Statements may not exceed 100 words, including your name. If over 100 words, only the first 100 words will be printed. You may use any legible style of font, not greater than 12. Other than adjustment for font size and the 100-word restriction, your statement will be printed as submitted.*

If you are considering being a candidate, you are urged to prepare this statement now as it will be of help in making your verbal statement at the November 19 meeting.

If you have any questions concerning the nomination or election process, please call President Lynn Hunt at 707-235-2552. 📞



## The Pacific Coast Air Museum

### Location

One Air Museum Way, Santa Rosa, CA, 95403  
[www.pacificcoastairmuseum.org](http://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](http://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](mailto: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](http://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>

## Board of Directors

- Larry Carrillo 707-888-0789
- Tom Chauncy 707-542-3529
- Art Hayssen 707-321-2040
- Steve Herrington 707-575-7900
- Julia Hochberg 707-523-2800
- Lynn Hunt 707-235-2552
- Anthony Marinelli 707-695-6886
- Allan Morgan 707-575-7520
- Jim Sartain 707-528-1400

## Officers

- President**  
Lynn Hunt 707-235-2552
- Vice President**  
Jim Sartain 707-528-1400
- Secretary**  
Julia Hochberg 707-523-2800
- Controller**  
Tim Delaney 707-542-1110
- Chief Financial Officer**  
Judy Knaute 707-545-7447
- Director of Museum Operations**  
Christina Olds 707-575-7900
- Director of Marketing**  
Doug Clay 925-736-7962
- Director of Aircraft & Exhibits**  
Ron Stout 707-327-8199
- Director of Aircraft Acquisitions**  
Mark Fajardin 707-477-0377
- Director of Flight Operations**  
Lynn Hunt 707-235-2552
- Air Show Director**  
Nancy Heath 707-477-4307
- Director of Education & Special Events**  
Allan Morgan 707-575-7520

## Valuable Assets

### Administrative Assistant & Facilities Manager

Duane Coppock 707-546-4388

### Aircraft Acquisitions

Mark Fajardin 707-477-0377

### Educational Tour Coordinator

Allan Morgan 707-575-7520

### Exhibits Coordinator

Mary Jane Brown 707-566-9032

### Gift Shop Manager

Mike Lynch 707-575-7900

### Guest Speaker Coordinator

Charley Taylor 707-665-0421

### Business Development Dir.

Roger Olson 707-396-3425

### Membership Records

Mike George 707-575-7900

### Sunshine & Sympathy

Diana Watson 707-578-6883

### Planned Giving Coordinator

Barbara Beedon 707-695-3683

### Oral History Program

Barbara Beedon 707-695-3683

### Volunteer Coordinator

David Kinzie 707-575-7900

### Volunteer Coordinator:

**Air Show**

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**

## **November 2014**

*Climb Aboard*  
*November 15 & 16, 2014*

*A-6E Intruder*

**PACIFIC COAST AIR MUSEUM**

### **REMEMBER THESE DATES**

November 18	5:00 p.m. - 7:00 p.m.	Accent Printing Holiday Party to benefit PCAM
November 19	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting
December 17	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting & Holiday Party at Mesa Beverage
December 20	10:00 a.m. - 4:00 p.m.	Santa Fly-In
January 21, 2015	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting

**Pacific Coast Air Museum**  
**One Air Museum Way**  
**Santa Rosa, CA 95403**  
**707-575-7900**  
**[www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org)**