



Historically Important Jewel Found Hiding on Museum Field

F-4C #823 Flew in Operation BOLO

By Christina Olds

Way back in 1994, a tired and aging F-4C was found languishing at the Sierra Army Depot, California's State Agency location for surplus federal equipment. It was disassembled and transported to PCAM before being lovingly restored to Vietnam era glory by a crew of determined volunteers. The documents residing



in the admin office files since then hold a letter from the Office of Procurement-Surplus Property indicating that the original value of the Phantom was \$1,388,725 when acquired by the Air Force in 1964, deemed in 1995 to be worth \$350,000 when transferred to the museum, and "sold" to us for the paltry sum of \$3,000. Specific wording in one paragraph of the transfer documents is as follows: "The Phantom F-4 is considered by the Federal Govern-

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Vietnam Veterans Tribute day at PCAM

By Christina Olds



ALL ARE WELCOME TO AN OPEN HOUSE HONORING VIETNAM VETERANS - SATURDAY, AUGUST 15

Join us from 10:00 to 4:00 on Saturday, August 15 as we host Vietnam Veterans from all over the North Bay to thank them for their service. It is open cockpit weekend for ten of our Vietnam era aircraft and Saturday will include our famous \$5.00 Hot Dog Thursday lunch and a special one-hour ceremony honoring these deserving Veterans. Saturday's admission is FREE to all. 🌟

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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: Dragonfly/Butler Hangar Update

Dragonfly/ Butler Building Update - As I mentioned at the last Membership meeting, we were very close to having what is called a term sheet prepared. Since that meeting, we met again twice with the Airport Management and a term sheet is being prepared. There are still several items that will need to be discussed and approved by the PCAM Board at our next meeting August 12th. Once approved by our Board, the term sheet then needs to go to the County Department of Transportation and Public Works (the Department that the Airport falls under), County Counsel, and then the Board of Supervisors. Once the Term Sheet is approved, then the actual Sale and Lease Agreement is prepared and signed by both parties. This whole process is estimated to take about three to four months. A lot of details and reviews happen during this time. It's a long process, to say the least.



Will we one day be able to unwrap this AH-1J Cobra gunship and display it at PCAM? Your help is needed to make it happen!

Cobra Gunship Acquisition – I also mentioned at last month's meeting that Mark Fajardin, Director of Aircraft and Acquisitions, has found PCAM an AH-1J Cobra helicopter gunship. It is getting harder and harder to find great aircraft and Mark has done a remarkable job. I also told those in attendance that we now need to raise about \$40,000 to pay the de-mil costs and transportation costs to get the Cobra here.

I asked everyone to be thinking of supporters within our membership and outside who we can contact for donations to bring this aircraft to PCAM. I will be working with Peter Loughlin to write and send out a Straight Scoop email notice for this purpose, but I need everyone to help out in any way they can – direct donations, contacts, organizations we can reach out to, etc, etc. Please contact me with your thoughts and suggestions.

AOA Patrols – this process continues to be a strain on our human resources. If you can help with any two hour sessions, please contact Christina Olds or Denny Hutton. And thanks again to all of you who have been helping. We are also working with Airport Staff to see if we can get approval to install the fencing that is required by TSA so that we won't have to keep having an AOA badge patrol person on the grounds during our hours of Operation.

— Jim Sartain

August in Aviation History...

On August 11, 1967, Lt. Col. James Eugene McInerney, Jr. and Capt. Fred Shannon of the 13th TFS, 388th TFW, earned Air Force Cross decorations after an attack against the Paul Doumer Bridge, a major link in North Vietnam's transport system. These two men suppressed six active SAM sites, pressing home their attacks despite accurate fire directed against aircraft in their flight. They destroyed two SAM sites and kept the other four from operating efficiently, enabling other U.S. planes to execute a successful attack against the bridge. The Pacific Coast Air Museum has an F-105F like the one flown by McInerney and Shannon. This aircraft is on loan from the National Naval Aviation Museum at Pensacola, Florida. ★



Air Show Update

Adjustments to Ramp, Performers' Reception Added

By Nancy Heath

With a little over 6 weeks to go until Wings over Wine Country 2015, final plans are beginning to come together. With the ever changing environment at the airport there are several big changes from the prior year's site. Most importantly, the show will be back on the north end of the airport. Our new main entrance will be located at the car gate next to the Kaiser Air lobby building. As guests enter the show they will walk past the parked Canadian Forces Snowbirds planes before entering the main show site. The main VIP area has been moved slightly to the north to accommodate airport construction. PCAM aircraft will be clustered around the new self-serve fuel island. The "hot pit" has been moved to the Sonoma Jet Center ramp which will free up a lot of space and allow a lot of viewing area for the crowd all the way north to the C-17. While these are major changes from the North Ramp layout of prior years, there will still be ample room for a comfortable and enjoyable guest experience.



A C-17 Globemaster III will be available for walk-through tours at Wings Over Wine Country! The show takes place at the north end of the Airport this year.

Performers' Reception Added

On the evening before the Air Show, join the Canadian Forces Snowbirds team, USAF F-16 Fighting Falcon crew, C-17 crew, USAF Wings of Blue Skydivers, and warbird and aerobatic pilots for an evening in the historic Redwood Hangar at Sonoma Jet Center. Celebrate the 70th anniversary of the end of World War II with a 1940s swing dance theme. A buffet dinner, cocktails, and a silent auction fundraiser will make the evening complete. Dress is casual to dressy, and the decor can't be beat - the interior of a working aircraft hangar to create the perfect atmosphere for a vintage Air Show event! Tickets are available online through the Air Show website, and must be purchased in advance: \$65.00 each, or a whole table of 8 for \$500. Does not include Air Show admission. Questions? Phone 707-575-7900.



Mingle with performers and friends at the 2015 Performers's Reception, Friday September 25, from 6:00 through 9:00. Advance ticket purchase required.

Volunteers Needed

What can you do to make Wings Over Wine Country 2015 a great success and still have fun? **Volunteer! Volunteer! Volunteer!** If you don't already have a position contact David Kinzie, our volunteer coordinator, at 415-279-8759, davidkinzie@yahoo.com or sign up on line at www.wingsoverwinecountry.org/volunteers and click the "Volunteer Now!" button.

Put Up Posters

Help spread the word! Posters are available at PCAM for distribution so if you think you can get local businesses to put them up, stop by and get some. 2015 is going to be a great show not to be missed! 🌟

PCAM Flight Wing BD-4 Takes to the Sky

By Lynn Hunt

Last month you learned a little about the history of our BD-4 aircraft. Come along with me on a short flight and get to know it even better. The BD-4 was an early entry



entry into what would become known as sport aircraft. That is still a very appropriate

overall description of its flying characteristics. When you approach the aircraft you can quickly appreciate its small size by traditional standards. Yet the aircraft seats four people. One of the first things you notice is the very large entrance doors, a quality appreciated by us "older" pilots. Entry and exit from the aircraft is made easy by their size and the high wing design. Once seated inside you are again aware of the room which is more than ample for two adults up front.



The aircraft systems are kept very simple with a fixed pitch prop and overhead, gravity-fed fuel tanks. On start up the O-360 Lycoming engine quickly suggests this aircraft is not lacking in horsepower and after taxi and a brief run-up the takeoff performance leaves you thoroughly convinced. Climb performance and cruise management are impressive even with the fixed pitch propeller. The aircraft is quite nimble with a brisk but comfortable roll rate. The controls have a very solid feel to them in all speed ranges.

Visibility out of the aircraft is excellent both on the ground looking forward and in flight. Noise levels are average considering the engine and cruise speeds. The side-by-side seating arrangement lends itself nicely to sharing the flight experience with any skill level. The aircraft is simple enough to not overwhelm even the beginning pilots.

The Flight Wing will be training pilots in this aircraft and will be offering a BD-4 flight experience in future months. Please come out and avail yourself of an opportunity to fly in this very special aircraft. ✨



In Case You Missed It: July 15 Member Meeting Guest Speaker... PCAM's Christina Olds: U.S. Air Force and Allied Readiness In South Korea

By Peter Loughlin

On Wednesday July 15, the guest speaker at our monthly member meeting was Christina Olds, Director of Museum Operations for the Pacific Coast Air Museum. Her presentation covered her reasons for a recent trip to South Korea, the current state of preparedness among US and South Korean forces, how to land a U-2, a visit to the Demilitarized Zone (DMZ), and reflections on life in modern-day South Korea.

Dedication of Olds Avenue

In March, Christina received an invitation from Colonel Ken "Wolf" Ekman, the commander of the U.S. 8th Tactical Fighter Wing at Kunsan, South Korea. They were going to honor her father, Brigadier General Robin Olds, by renaming the main road through the base "Olds Avenue" and they wanted Christina to be present for the April ceremony. Christina required little urging to make the trip; she is the ardent advocate of her dad's legacy, and is an ardent fan of Korean culture to boot.

Why the renaming? Robin Olds led the 8th TFW for a year when it flew out of Thailand during the Vietnam War. For reasons too extensive to explain here, he gained legendary status and the eternal admiration of Air Force fighter pilots. He gave the 8th its moniker, the Wolf Pack, a name they bear proudly to this day. Within the Air Force, Robin Olds is known as Wolf One. It seems the 8th is still "all about Robin Olds," she said. They even have a Robin Olds room on base, full of memorabilia and a lot of his old stuff.



Left: One of the new Olds Avenue signs at Kunsan

In Korea she was warmly greeted by Col. Ekman, and was also privileged to meet and stand with several other top commanders during the ceremony, including General Lori J. Robinson (Commander of Pacific Air Forces) and the commander of the ROK (Republic of Korea) Air Force.

"Be Ready to Fight Tonight"

The belligerent stance of North Korea has forced South Korea to live in a perpetual state of military readiness. The United States stands with them and maintains a military presence of 35,000 men and women in that country. Christina got the straight scoop from Col. Ekman and others about the state of military preparedness in the event of a North Korean attack.

To summarize, the North's power on paper is roughly double that of the South. But the North's planes are mostly leftovers from the Cold War, their submarines are outdated, and their troops are poorly fed and poorly trained in regard to modern warfare.

To nullify the technological advantage of South Korea, North Korea has developed nuclear weapons. It is estimated that the North has twenty nuclear warheads that can be carried by short or medium range missiles, and they are working on miniaturizing them so they can be carried by long-range missiles. The North also has 21,000 artillery pieces and missiles with conventional and chemical warheads aimed at Seoul and U.S. bases. If the North decided to attack, their missiles and artillery would reach Seoul – which is only about 30 miles from the border -- before we even knew they had been launched. It is estimated that 10 million people would die in Seoul alone within the first 10 minutes.



Director of Operations Christina Olds during her presentation

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Sixty F-16s on the runway at Kunsan. North Korea likes to display its military might through flashy parades with thousands of soldiers marching in unison, and fake nuclear missiles on obsolete mobile launchers. Our parades are somewhat different.

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The motto of the joint US-ROK military is “Be Ready to Fight Tonight.” And by all appearances, they are.

The US has two Air Force Bases, at Kunsan and Osan. There are fifteen US Army bases throughout the country. At Kunsan, the 8th has the 35th and 80th fighter squadrons equipped with multi-role F-16 fighters. At Osan, just below the border with North Korea, the 51st TFW has the 25th FS flying A-10 Thunderbolts and the 36th FS flying F-16s. They also have U-2 reconnaissance aircraft.

More importantly than sheer numbers, the US and ROK recently began sharing command and resources at a tactical level, working together to share personnel and to benefit from a joint command. US and ROK forces drill constantly and practice together. So if deterrence fails and North Korea attacks, they can effectively deploy defensive measures and execute a counterattack. Despite the threat from North Korean artillery and missiles, South Korean and U.S. leadership is confident their plans will enable successful defense if the North attacks.

Colonel Ekman filled Christina in on how a hot war between North and South Korea is likely to play out. If the North’s missiles start flying, US A-10s would attack the North’s SAM (surface-to-air missile) sites to clear

the way for the F-16s that would bomb other targets further in. Then a surge of ROK and US troops would attempt to capture the nuclear facilities before the North could do anything with them. Our strategy would focus upon gaining complete air superiority and taking out the North’s artillery and defensive positions. There is far more to it than that, and if you want a more complete picture watch this CNN video online: https://www.youtube.com/watch?v=-qPiT_x9NG4. Col. Ekman told Christina it is pretty accurate.

Despite all this, the likelihood of a full-scale North Korean attack is low. It is generally believed that North Korean leader Kim Jong Un and his war machine are really just posturing, since the likelihood of their defeat is high in the event of war. But if they are serious, we are ready to fight tonight.

Wrangling the U-2

To keep tabs on what the North is up to, the U.S. has a couple U-2 spyplanes based at Osan AFB. While Christina was there, she was invited to ride along in the chase car with her friend Major Cameron Sellers, a USAF U-2 pilot normally based at Beale AFB near Sacramento. She had no idea that U-2s needed to be chased, or that she was going to do the chasing.

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Because of the cockpit's design and the astronaut-style pressure suit the pilot must wear, U-2 pilots can't see the runway during takeoff or landing and have to be "talked" up and down. So a second, experienced U-2 pilot drives a chase car and follows the U-2 down the runway during every takeoff and landing, acting as the pilot's eyes.



Christina shot this photo from the chase car. You can see one of the drop-off pogo wheels bouncing along the runway at left.

Christina rode along with Cam, who was driving that day, as he chased a pilot doing touch-and-goes. On takeoff, Cam was in constant radio contact with the pilot to give instructions. As the plane started its roll, Cam went racing off after it. Christina, hanging on and pressed back into her seat, was amazed at how hard they needed to accelerate just to keep up. Eventually, the plane climbed away and they charged back to the approach end of the runway to await the landing.

As the plane came over the threshold, Cam hit the gas and off they went again, driving in formation with the plane. Cam called out the decreasing altitude over the radio as it settled toward the pavement: "...six feet... five feet... four feet, three and a half... whoops, five feet... four feet, three two, and down."

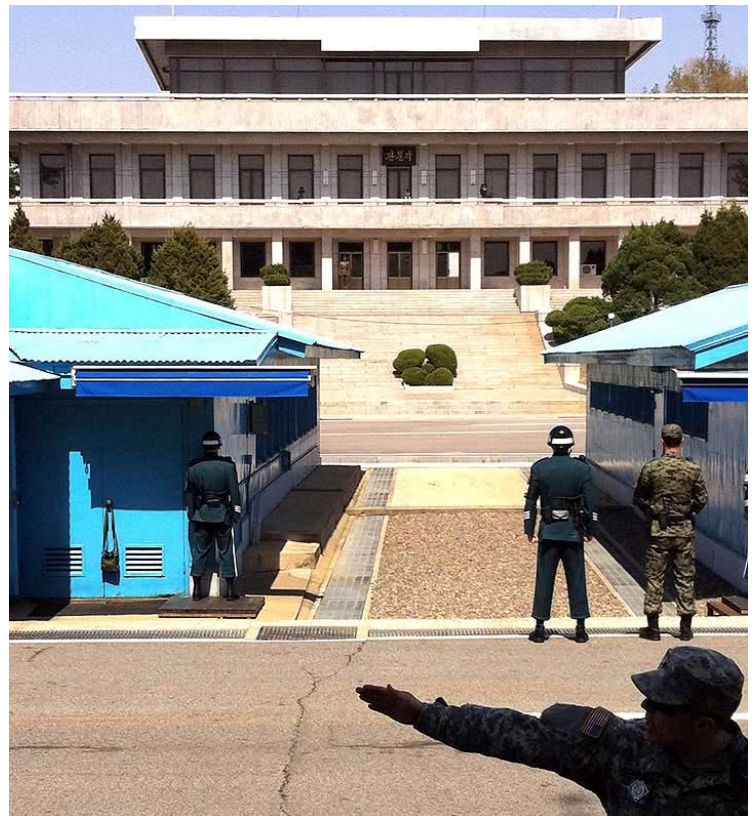
The U-2 has unusual "bicycle" landing gear and long, thin wings that droop when on the ground. To prevent the wingtips from dragging, the plane is equipped with small fall-away "pogo" wheels on the outer wing panels

that drop off on takeoff. On landing, titanium skids on the wingtips absorb all the scraping. As soon as the U-2 comes to a stop after landing, ground crew rush up, manually insert one pogo leg into the upward-pointing wing, then lean on that wing to push it down and stick the other wheel into the other wing. Very low-tech, but this system has worked since the U-2 first flew in 1955, so why change things?

At the DMZ

Christina took a carefully choreographed day trip to the DMZ, chaperoned by military guides. She and the rest of the tour group were told sternly in advance to wear long-sleeve shirts, slacks (no skirts or dresses), and to act in a quiet, conservative fashion. Above all, they were not to gesture in any way to the North Korean soldiers. They are notorious for taking minor ac-

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The official border crossing at the Peace Village of Panmunjom. The tension in this area is so strong it is palpable. Everything is extremely regimented, with the South trying to both show their resolve and not antagonize their trigger-happy kin on the other end of that little gravel corridor.

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tions as provocations. There have been and still are unprovoked attacks by the North Koreans, and they all had to sign a waiver stating they understood that they might be injured or killed by enemy action.



You may have seen this nighttime satellite photo in the news. The area within the white outline is North Korea. The brightly lit spots elsewhere are urban areas in other countries. In North Korea there's not enough electricity to light their towns but still they build nuclear weapons.

The border zone is ominous and oppressive. They saw the Bridge of No Return, across which prisoners were exchanged after the cease-fire in 1953, and where the crew of the USS Pueblo was repatriated in 1968. They could look across the 2.5 mile strip of no-man's land into North Korea, which is guarded by minefields, barbed wire, and machine gun nests.

The big event of the day was their visit to the official U.N. border crossing at the so-called "Peace Village" of Panmunjom, a few acres of administrative facilities that are the focal point of decades of animosity. It is here that all negotiations between the North and the South take place. The tour group saw and entered the actual negotiation room. It straddles the border, and one side of the meeting table is in the North and the other side is in the South.

Christina said that the tension in this area is palpable and visitors often feel ill because of it. They were told that if they started feeling dizzy or weak, they were to speak up and be quietly escorted away. Christina wondered at this, figuring it could not be that bad, but she herself started feeling light headed under the strain.

Later, they visited an invasion tunnel that the North Koreans had dug under the border into the South Korean side. They walked half a mile underground all the way up to the north end where it is sealed with concrete. Beyond that was the forbidden North. The North has dug many tunnels like this, four of which have been found by the South. They estimate there may be as many as twenty more. There is even evidence that one may have been dug as far as Seoul, though some dispute this.

Christina was glad to leave the DMZ and its angst behind, and return to the bright lights and smiling faces of Seoul.

A World of Contrast

For several years, Christina has been fascinated with Korean pop culture and history. So this opportunity to visit the spiritual center of this vivacious and modern culture was very exciting to her.

Seoul has all the hallmarks of a civilization on the rise.

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This stream through the heart of Seoul was the site of shanty towns not long ago. It has been flood-controlled and turned into a lovely meandering river-walk park. Art abounds everywhere in Seoul. Those white things overhead are hundreds of sculptures of fish, strung up to look like they are swimming through the air.

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Architecture is creative, bold, and uplifting. There are parks everywhere. Cultural artifacts like ancient temples and palaces abound. The subways are spotlessly clean. Public art, mostly in the form of sculpture, is everywhere in the parks, along the walkways and in the subways. A stream runs through the middle of the city and used to be the scene of a centuries-old shanty town... it has been lined with decorative flood walls and walks, and is now a lovely meandering park where the businesspeople have lunch during the day and where locals stroll and listen to live music at night. Every night, Christina went out and ate the fabulous food available from countless street vendors.

And everywhere, the people are friendly, smiling, and prosperous. Despite the constant threat of annihilation from the North – or perhaps because of it – the people of Seoul go out of their way to be kind, happy, and vivacious. They generally hope for a peaceful reconciliation with the North, but worry over what would happen. If 24 million of their brainwashed and undernourished kin, living in poverty under one of the harshest dictatorships on this Earth, were to suddenly be repatriated with the proto-utopian South, it would tax every system of society from education to healthcare to the utility grid. Reunification is to be desired, but it is a long way off at best and must be approached cautiously.

During her five days in Seoul, Christina stayed with a British woman and her Korean businessman husband. When he said goodbye he took her hands and said, “I want to thank you for your servicemen, your American families, all the people who saved us in the war, all the people who are here now protecting us, all the money the U.S. poured into South Korea in the 1990s during the International Monetary Fund crisis, helped us rebuild our industries, our corporations, our education system. We thank you because modern Korea would not be here now if not for you. Thank you.”

And thank you Christina for sharing your experiences in Korea.

About Christina Olds

Christina Olds has been Director of Museum Operations for the Pacific Coast Air Museum since January 2013. She is the daughter of famed fighter ace and Air Force Brigadier General Robin Olds, and the author of the book "Fighter Pilot: Memoirs of Legendary Ace Robin Olds." She is well connected within the United States Air Force, Pacific Coast Air Museum, and Air Show communities, and is a regular speaker at functions hosted by aviation groups, veterans' groups, air shows, civic groups, and similar organizations. She holds a Bachelor of Arts Degree in English/Creative Writing from Vassar College in New York. ★



One of the countless examples of advanced, creative architecture in Seoul. Its architecture and other cultural characteristics tell Christina that Korea is a culture on the rise.

August 19 Guest Speaker:

Sascha Jean Weinzheimer Jansen on 70 Years of Freedom

Imagine being an eight-year-old living on her family's sugar plantation in the Philippines at the outbreak of WWII. You witness your entire family imprisoned by an invading force and living in prison camps for the next four years including three years at the infamous Japanese Prison camp at Santo Tomas, Philippines. Join us on August 19th at 7 PM for our Member Meeting as Mrs. Sascha Jansen gives us her first-hand eyewitness account of these little-known historic events. Sascha will also tell us about organizing and leading survivors on return trips to the Philippines, including her latest trip in February, 2015 to observe the 70th Anniversary of the liberation Santo Thomas Prison Camp.



About Sascha Jean Weinzheimer Jansen

Born in the Philippines, Sascha was raised on her grandfather's sugar plantation. During WWII, Sascha and her family were captured by the Japanese and incarcerated in Santo Tomas prison camp for over three years until their liberation in February 1945. Sascha was one of the principle participants in the PBS/Ken Burns production THE WAR. Mrs. Jansen is now Vice Commander of the Bay Area Civilian Ex-POW organization in California. She is also a writer, public speaker, and tour manager for former POWs in the Philippines. She lives near her children and grandchildren in Vacaville, California.

Time and Location:

Wednesday, August 19, 7:00 p.m.
Mesa Beverage Company, Inc.
3200 N. Laughlin Road. Santa Rosa, CA

Be there at 6:00 for the Air Show meeting. This is one of the last meetings before the show so don't miss it! 🌟

Next Hot Dog Thursday August 6



The July 2 Hot Dog Thursday was well attended as people tuned up and got their taste buds in order for the Independence Day weekend. It was a very pleasant day, with plenty of either sun or shade for our guests to enjoy.

Join us for the next one on August 6 between 11:30 and 1:30. \$5.00 covers your admission, a large hot dog, chips, and soda or water (\$4.00 for members). Ice cream is available at an additional charge.

Sponsors for the August Hot Dog Thursday are:

Silveira

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We thank [Silveira Buick GMC](#), [Sonic](#), and [Accent Printing](#), for sponsoring the August Hot Dog Thursday.

If you would like to sponsor a Hot Dog Thursday, contact Roger Olson at 707-396-3425. 🌟

Air Show Flashback

The USMC MV-22 Osprey stirred dust and pulses as it flew its routine. Slow-speed, high-speed, hover, transition... the pilots demonstrated the full range of its flight envelope.



A Short Flight in the P-51 Red Dog, Duane Doyle's Flying Memorial

By Peter Loughlin

Back in May, I got a remarkable call from Lynn Hunt. He invited me to fly along in the back seat of the P-51 Red Dog for a short Memorial Day fly-by tribute over Montgomery Village here in Santa Rosa. I was dumbfounded, and asked how I had managed to be worthy of such a thing. He replied, "Well, we can't pay everyone for what they do for the Museum, but every once in a while an opportunity

comes up where we can do something special. I guess it's your turn this weekend." I hung up the phone and excitedly told my wife.

"Wow, sweetie, that's great!" she said.

"Great? It's INCREDIBLE!" I did three or four hand-springs on my way down the hall to email all my friends.

* * *

On Sunday May 24, I met Lynn and his son Dana at the hangar. They had the P-51 "Red Dog" all prepped. The Mustang always has a sleek, sculptural look but when you know you're actually about to climb aboard one and fly off in it, it gains an entirely new aura of life and motion.

They helped me aboard, and Lynn strapped me into the parachute that was already in place at the back of the seat. The rear seat replaces the original radio equipment and a fuel tank, so there's plenty of room though the headroom is a little tight. Note to self: Keep your feet off the shiny steel cables and pulleys on floor; those probably control something important.

He started the engine. It turned over at a few RPM for many seconds, then coughed out some smoke and the

propeller suddenly started turning faster. Then there was a cloud of blue smoke and the engine was roaring and the propeller was spinning and the whole plane was vibrating and I smelled a lot of burnt aviation fuel.



Red Dog before the flight. Dana Hunt is cleaning the windshield.

We were at the southeast corner of the airport, and taxied all the way to the north end, past taxiways, hangars, the Sheriff, REACH, and the terminal. I felt like a celebrity. It doesn't matter who you are or what you're doing; when a warbird like the P-51 taxis past, you stop and look. It was humbling knowing that for a change, I was looking back at envious eyes rather than through them.

Just short of the runway, Lynn closed the canopy. He ran up the engine. That Merlin did not feel smooth to me, but Lynn must have liked what he heard, saw, and felt. He released the brakes and moved out onto the runway. This is it, I thought.

Full power in a P-51 is something you have to experience rather than read about. Yes, there are plenty of planes that will accelerate with more Gs. But a Mustang seems to have a special eagerness to leave the ground. I am sure that as we roared down the runway the tail came up at one point or another, but we were airborne so soon that the plane seemed to just leap off the ground all at once. It wants to fly. It felt very solid in the air, with none of the "boat on waves" bobbing that I have experienced in smaller and lighter planes.

We didn't climb terribly quickly, as this was a low-level mission. The vineyards and trees streaked past. What a view through that bubble canopy!

We curved in towards the south of Montgomery Village, over Highway 12. Until now, the flight had been much like any other,

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except for knowing that I was in one of history's legendary aircraft. But then we turned fairly sharply to the left and if I remember right Lynn increased the power. Even those mild little turns made the reality of the P-51 come home. It felt so solid, like turning was its natural activity, and like it was saying "you ain't seen nothing." Our bank might have been about 45 degrees, which isn't even two Gs, but I could feel my face and innards sag. Just imagine what six or seven Gs in combat would feel like.

We descended, and passed over the crowd at Montgomery Village. We made a wide circle and did a second pass. Later on, Lynn would tell me that he was on the radio to the air boss the whole time, and could hear the crowd go wild as we flew over.

I had brought my camera along but decided in advance that I would not spend the entire time snapping pictures. I wanted to actually experience the flight rather than merely watch it from behind the viewfinder. I shot a few stretches of video and a bunch of stills, but kept it in my lap most of the time.

To my surprise (and delight) we did not head straight back to the airport, but continued south. We seemed to be almost down to the hilltops. I watched the ailerons deflect as Lynn made small adjustments. He dipped the left wing for a few seconds. I think he was letting me get a good view. He leveled the plane, dipped the wing further, and then brought it up through level, rolling it right and I realized we were going to roll completely. Before I knew it we were upside down and I think I hollered "Yahoo!" or something equally appropriate and then we were back around to level again. He held the roll a tiny bit longer, and put us in a right turn out over the farms north of Petaluma.

Power on, nose up. There was fog out over the hills towards the coast, and we flew past the northernmost tattered shreds of it. There was a tiny little puff of cloud to our right, and Lynn tightened his turn and passed right through it. It was those gossamer bits of cloud that really brought the flight into focus, imparting an otherworldly sense of speed and three dimensions.



The Petaluma airport

We headed north, and soon passed the Santa Rosa airport. You can cover a lot of territory in a very short time in a Mustang. We ended up over Fitch Mountain on the east of Healdsburg, where a friend has a cabin. He phoned later and said he heard us fly by. Lynn turned south, and lined up for his approach back at STS.

How Was This Flight Possible?

Back at the hangar, Lynn explained that Duane Doyle, the owner of the P-51D Red Dog and several other classic aircraft, "gets it." He understands the importance of history and of making sure that the aircraft he loves are available so younger generations can learn and understand their place in history. It's also a way of honoring the men and women who fought and flew to keep this country free, and of teaching what these aircraft and the people who flew them represent. Museums are great for displaying artifacts of our shared past, but a classic aircraft must be seen and heard in flight if its true character is to be known, just as a tool must be used to be mastered and a tree must be touched and smelled to be appreciated.

In a very mechanical sense, airplanes need to fly in order to remain flyable. If they sit too long, seals dry out, tires crack, and oil congeals. It doesn't take long for an aircraft to become a derelict just by sitting.

In a similar fashion, it

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doesn't take long for even the most amazing machines to slip silently from the public conscience and be replaced by something newer, faster, or flashier. To captivate imaginations and live on as effective memorials, these warbirds must be seen and heard.

So Duane and warbird owners like him have very good reasons to keep them flying. As part of this, he regularly makes Red Dog and other aircraft available for civic events, air shows, military funerals, and similar functions. Lynn has the enviable job of doing the flying and maintenance. On that day in May I was just the lucky bloke who happened to be in the back seat. Lynn, thank you for the invitation. It was something I'll never forget.



Fitch Mountain (center) in Healdsburg.

And to Duane Doyle: I have never met you, but thank you for all you do, for helping me realize this one small dream, and for helping plant the same dream in the hearts of others. ✪

New Members Since June

Cole McGriff-Parsons, Junior, Santa Rosa
John Ahnberg, Santa Rosa
Garrison & Marilyn Chaffee Family, Santa Rosa
Chris & Kimberly Baumbach Family, Santa Rosa
Cadence Moeller, Santa Rosa
Matt & Sara Needham Family, Berkeley
Daniel Nicholas Family, Santa Rosa
Laurence Smelser, Portland, OR
Constant Reyerse Family, Sebastopol

Shannon & Dustin Carver Family, Windsor
Allesandro Brown, Junior, Santa Rosa
Kathi Dalton Family, Windsor
Jesse Hauch Family, Santa Rosa
Diane & Gary Davis Family, Sebastopol
Bill Riley, Santa Rosa
Chris Schaefer Family, Santa Rosa
Taras Kinash Family, San Jose
Alan Nelson, Windsor
Heather & Jeff Morrow Family, Santa Rosa

Gift Shop August News: Air Show Tee Shirts

Tee shirts are in! Get yours now and start promoting the Air Show now! Tee shirts are one of the best ways to promote a local event like this, so wear yours all around town and help get the word out.

We have several types and sizes, ranging from \$14.99 through \$19.99. These are great quality shirts at really great prices.

Get your discount! Museum members get a 10% discount on these and all regularly priced merchandise! ✪



F-4C #823 Flew in Operation BOLO

Continued from page 1

ment to be a Combat Aircraft and, therefore, the title to this Aircraft is vested in the Federal Government in perpetuity." Well, they didn't know what they had!

Also in the files is a supposedly accurate listing of FG 64-823's service record dates at various assignments. Crew chief Tony Sarganis called to my attention three years ago that this particular Phantom was under my father, then Col. Robin Olds', command in the 8th Tactical Fighter Wing at Ubon Royal Thai Air Base, Thailand from March of 1967 to June of 1967. Without knowing whether or not my dad flew this particular F-4, I have often wandered out on the field after museum closing hours to go down and talk to that jet.



Hundreds, and maybe thousands, of people have sat in the cockpit of F-4C serial #64-823 over the years, never realizing they were sitting in a true piece of history.

Just one month ago, when I was preparing to attend the annual EAA AirVenture air show in Oshkosh, WI, I joined a Facebook group of Ubon Vets who were making a pilgrimage to Oshkosh to watch an F-4 flying in the Heritage flight. I posted a photo of our 64-823 on their Facebook page, asked if anyone knew what squadron it had been in at Ubon and added the dates of March-June '67. Several members quickly responded that my dates were wrong, as often happened when aircraft were constantly shuffled among bases in SEA during the Vietnam conflict. 823 had actually arrived at Ubon in December of 1966 and stayed until July of 1967. Not only that....drum roll please...823 had flown in Operation BOLO, the famous strike led by my dad on January 2, 1967 against the North Vietnamese Air Force. Piloted by Lt. Col. Frederick Crow, Jr and his back seater, 1st Lt. Wade, this Phantom's call sign was Lincoln 01, as lead aircraft in the Lincoln flight of four, behind my dad's four-ship, call sign "Olds". The F-4s were "disguised" as F-105's

to lure the MiGs into battle, because they usually turned tail whenever they encountered F-4s. The trap worked and seven MiG- 21s were shot down in a space of ten minutes in a chaotic and brutal air battle. It took the North Vietnamese Air Force four months to regroup, as the loss of seven MiGs constituted a third of their combat aircraft. Air tactics during the Vietnam conflict changed as a result of the success in Operation BOLO and the mission has become famous as the most significant air combat encounter of the entire war.

The participation of PCAM's Phantom, FG 64-823, has been verified by the official 8th Fighter Wing history report residing in the Air Force Archives at Maxwell AFB in Alabama. The document captured on microfilm is over 2,000 pages, of which the official report on BOLO constitutes over 200 pages. This document will be made available to

the museum for the public to read. We are in the process of contacting Col. Frederick Crow, Jr. now 86 years old and residing in Virginia. Col. Crow was later shot down in another F-4, captured by the Viet Cong and held as a POW in Hanoi for many years. We are seeking his permission to repaint our F-4 in his honor, along with his back seat navigator, Lt. Wade.

Wait! There's more! A member of PCAM, who wishes to remain anonymous, has offered to pay for the repainting of 823 and the restoration of its important status as a participant in Operation BOLO. We are hoping to accomplish this shortly after the air show and then invite Col. Crow out from Virginia to join us for the wonderful re-dedication of this grand old Phantom to its warrior status.

If only our aircraft could talk instead of sitting in silent dignity on the field year after year. What other stories might we discover among our treasures if they could? 🌟



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



STRAIGHT SCOOP

August 2015

Climb Aboard
July 18-19, 2015
Korean War Weekend:
A-26 Invader F-86H Sabre Jet
RF-86F Sabre F-84F Thunderstreak

REMEMBER THESE DATES

August 6, 2015	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
August 15, 2015	10:00 a.m. - 4:00 p.m.	Vietnam Commemoration open house, Ceremony at 1:00
August 19, 2015	6:00 p.m. - 6:45 p.m.	Air Show Meeting at Mesa Beverage
August 19, 2015	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
September 3, 2015	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
September, 2015		No Member Meeting this month.
September 25, 2015	6:00 p.m. - 9:00 p.m.	Wings Over Wine Country Air Show Performers Reception
September 26-27, 2015	9:00 a.m. - 4:00 p.m.	Wings Over Wine Country Air Show
October 1, 2015	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday — Last One of the Season!
October 21, 2015	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage

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