



Mark Fajardin Wins Plane Captain of the Year Award from Intruder Association

New National Award and Preservation Program Inspired by Work Done at PCAM

PCAM is very pleased to announce that the Intruder Association has awarded Mark Fajardin its first-ever Plane Captain of the Year award. This award was created by the Intruder Association to recognize excellence in the preservation and restoration of the A-6. They created the award largely in response to the fabulous work PCAM has done in restoring and maintaining its own A-6.

Mark received his award at the annual Tailhook Reunion in Las Vegas a few weeks ago. The award was presented by the President the Intruder Association, Captain Larry P. "Yar" Yarham USN (ret), and by Vice Admiral and former Intruder pilot David Buss, Commander, Naval Air Forces and Commander, Naval Air Force, Pacific (the Navy's "Air Boss").



Mark Fajardin receives his Plane Captain of the Year award from Intruder Association president Larry P. Yarham.

In addition to the Plane Captain of the Year award, the Intruder Association has started a Plane Captain Program to encourage and support A-6 preservation. This is a national program that supports and recognizes those working to preserve examples of this important aircraft.

PCAM Now Open Fridays through October

PCAM is experimenting with Friday hours! For the month of October 2013 PCAM is open every Friday from 10:00 a.m. through 4:00 p.m. We're seeing if the turnout justifies us adding regular Friday hours during the rest of the year. So if you want to start your weekend a little early by gazing at some beautiful historic aircraft, come on down. ★

Thank you Mark for your dedication and hard work. This is a fine example of the influence PCAM has on the world of museums and aircraft restoration, and a great reason to be proud of everyone who works to maintain and restore the Museum's aircraft and other artifacts.

See the article on the next page for more on Mark's Intruder restoration just in time for the Air Show. ★

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The PCAM Mission

"To promote the acquisition, restoration, safe operation, preservation and display of historic aircraft, preserve aviation history and provide an educational venue for the community"

PCAM Intruder Seems Ready to Fly Thanks to Mark Fajardin

Reprinted from the Intruder Association News Letter

When A-6E Intruder Buno 155595 flew from NAS Alameda to nearby Charles M. Schulz - Sonoma County Airport on June 24, 1994 she became the first aircraft flown to the Pacific Coast Air Museum, joining less than a handful of aircraft in those early years. Now more than 30 aircraft call the Pacific Coast Air Museum in Santa Rosa California home, with each one fulfilling their new mission to educate and inspire the next generation of aviation professionals. Intruder 595 is a combat veteran of Vietnam and Desert Storm with almost 7,000 flight hours and assignments to the following Navy Attack Squadrons; VA-128, VA-165, VA-145, VA-115, VA-196, VA-52, VA-34, VA-65, and her last squadron VA-155.

155595 recently appeared at the museum's annual Wings Over Wine Country Air Show August 17th & 18th after a complete, single handed, restoration by Mark Fajardin, Sr. The Intruder's new paint scheme is Dark Ghost Gray circa 1991 and is complete with an Alpha Strike bomb load of eighteen Mark 82 and two Mark 84 inert General Purpose bombs. In the near



A justifiably proud Mark Fajardin stands by his work. He put in 334 hours of work on the Intruder, which included prepping the inert ordnance hanging on the racks.

future she will be in VA-155 markings as Silver Fox 403. Mark's work involved 334 man hours from May 19th through August 15th, which also included restoring 20 inert bombs and assembling / mounting them to the aircraft. Mark's goal was to complete the restoration prior to the Air Show, and that goal was met just

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Could these really be the same plane? On the left is our A-6E Intruder as it looked on August 5, 2013. And here it is on the right, on August 16 2013. Mark Fajardin's masterful handiwork is apparent. Overhaul was completed just in time for the 2013 Wings Over Wine Country Air Show, where it was a hugely popular climb-aboard.

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48 hours before show time. She was towed from the museum to the Air Show flight line for her open cockpit display, and throughout the air show she amazed and delighted the crowds. Intruder 595 continues to serve PCAM, which is a non-profit organization dedicated to promoting the acquisition, restoration, safe operation and display of historic aircraft, preserving aviation history, and promoting an educational venue for students and the community.

Mark has performed 8 aircraft restorations and 2013 celebrates his 20th year with PCAM. Last year he restored our USMC AV-8C Harrier Buno 158959 and his recent efforts in acquiring not only the inert MK-80 series bombs, but the Fuses, Booster Adaptors, Wires, Ejector Racks, MER's, and soon an entire EA-6B Prowler has Mark named the Director of Aircraft Acquisitions. ★



Inert ordnance is painted and nearly ready for attachment of tail sections. These decommissioned iron bombs were obtained from LeMoore Naval Air Station in mid-December 2012.



Work proceeds apace on the Intruder's weapons racks, Summer 2013. Note the badly peeled paint from years sitting in the sun.



Right and above right: The Intruder was a thoroughbred attack plane. PCAM is very pleased to have obtained these inert weapons and the racks to carry them, so we can display our aircraft in a way that demonstrates to some degree its fearsome reputation. Here, Mark is loading them up using PCAM's authentic bomb loader.

Runway Extension Groundbreaking Signals Good Things for County and PCAM

A group of Sonoma County government officials and business leaders gathered at the Charles M Schulz-Sonoma County Airport on Wednesday August 28 to ceremonially break ground for the long-planned runway extensions and reconfiguration. Representatives from PCAM were present, since PCAM is seen as an increasingly important member of the airport community and a notable tourism destination.

Improvements to the airport include significant lengthening of the runways, and re-configuration of taxiways to increase safety. You can read more about the project and the groundbreaking at the Press Democrat website:

<http://www.pressdemocrat.com/article/20130828/articles/130829519#page=1>

Airport expansion casts a new perspective on PCAM's own quest for a larger location and our increased efforts at community outreach. PCAM is already a noted regional attraction. We believe that down the line, our identification with a growing airport economy will lead to new opportunities for our own growth. And our Flight Operations Division will certainly benefit from longer and safer runways! ✪



Our Sonoma County officials help heft some of the first shovels-full of soil. VIPs included Senator Mike Thompson, Chairman of the Board of Supervisors Shirlee Zane, Supervisor Mike McGuire, Airport Director Jon Stout and many others .

Air Show Flashback

Longtime P-51 pilot Dan Vance took to the skies during our Mustang Roundup in 2013 to demonstrate the grace and agility of this truly classic fighter. Here he is in Speedball Alice, just lifting off for his demonstration flight.

Photo courtesy Forrest Galt.



Last Hot Dog Thursday of the Year

See You Next April!

Another summer has come and gone, as are the carefree afternoons of gobbling hot dogs and quaffing sodas in the shade of aircraft wings and patio awnings. Fortunately, we'll start it all again next April.



The last Hot Dog Thursday of 2013 took place on October 3, a glorious warm (though a bit breezy) fall day. Attendance was high, as it has been all summer. Our thanks to everyone who attended a Hot Dog Thursday from April through October! We'll see you in the Spring of 2014. ✪

In Case You Missed It: September 18 Member Meeting Guest Speaker

Author & Pilot Robert Fischer

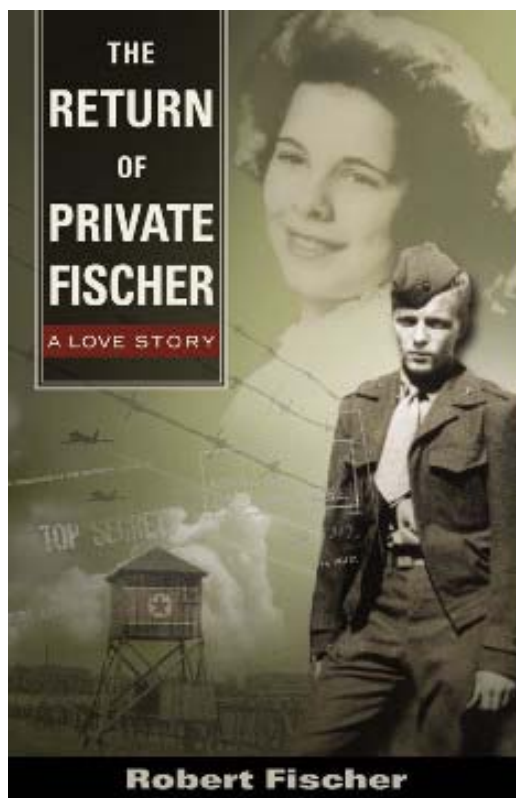
Our guest on Wednesday September 18 was author Robert Fischer, who discussed his most recent novel *The Return of Private Fischer*. The book is a fictionalization of the true story of his brother Jack Fischer and his girlfriend Nella “Babe” Barsi. Jack was captured by North Korea during the fighting in 1950 and is still listed as Missing In Action. Babe spent years trying to discover his whereabouts and bring him home. The novel is a love story, revealing the strength of a relationship that overcomes immense geographic, cultural, and political barriers. Robert did not tell the entire story, appropriately leaving it to us to read the book to find out how it all turns out.

Non-fictional elements include Jack’s capture, his shipment to Siberia, and the fact that between 8,300 and 12,800 United Nations troops – many from the U.S. – were captured by the North Koreans and subsequently sent to the Soviet Union where they disappeared under highly mysterious circumstances. In later years, it was discovered that many were used for slave labor against all honorable codes of conduct regarding the treatment of prisoners of war. Many were also used as laboratory specimens in unspeakable experiments involving interrogation, drugs, toxics, radiation, extremes of heat and cold, and other forms of torture.

None of this was known for certain at the time by the American public, and certainly not by Babe and Robert as they worked together to discover what had happened to Jack. It was later revealed that the American government knew about the existence of American

POWs in the Soviet Union, beginning shortly after the 1953 cease-fire and prisoner exchange. Some were held by the Soviets long after the fighting had ended, but political expedience and the danger of increased confrontation with the hostile Soviet Bloc made it unfeasible to rescue these forgotten heroes.

Robert’s novel deals with the way a young but very real love can overcome such things, when literally the entire world is against them.



The cover features actual photos of Nella “Babe” Barsi and Jack Fischer.

Disappeared in North Korea

Jack had been in the Marine Reserves, and had received little or no training before being shipped off to battle. Initial reports were that Jack had been killed, but Robert and Babe became suspicious when Jack was awarded a Purple Heart. The Purple Heart is awarded to soldiers wounded in action, not killed in action. They found that a medical corpsman named Stafford had been captured along with Jack. Stafford’s family was rich and influential, and pulled out all the stops in finding their missing boy. Along the way, Babe and Robert became privy to much of what the Staffords discovered, eventually finding out that Jack had survived at least long enough to reach a major POW camp — in Siberia.

They were also helped by a long-time friend who was an operative for the CIA. He had sources of information on Siberian train movements and other key clues.

As the years passed, they gathered more intel, and by the late 1950s they had increasingly concrete evidence that Jack was indeed in a Siberian prison camp. They were repeatedly stonewalled by the State Department in their every attempt to get official assistance.

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“Do You Know My Last Name”?

Then one day a newspaper article revealed to Jack that the Soviets had little or no agricultural infrastructure. Food was in short supply. He later discovered that the cook aboard every train, barge, and ship generally fed the crew on soup stewed up on board out of whatever unsavory victuals were available. Needless to say, the crews ate poorly.

Robert and Babe hatched a plan that took advantage of this. They knew that the Soviets did a regular trade with Argentina, which had remained more or less neutral despite the pro-American/pro-Soviet polarization of much of the world. Italy had come under heavy Soviet influence. Thus, Argentines and Italians were looked upon with favor by the Soviets. Babe was of Italian extraction, and spoke Italian fluently. They created a cover story for her, building a false but believable identity as an Italian living in Argentina, wishing to help her ideological brethren.

They worked with an Italian food processing company in Argentina to set up a canned soup factory in Siberia. They got the blessing of the Soviet Commissar in Buenos Aires. The soup was called “Siberia Jack’s Soups” and was far better than anything invented by any Russian mess cook. They surmised that an easy and delicious canned product would be immensely popular among the cooks, laborers, crewmen, guards, and other classes likely to run into a POW. It would penetrate all corners of Siberia and beyond.

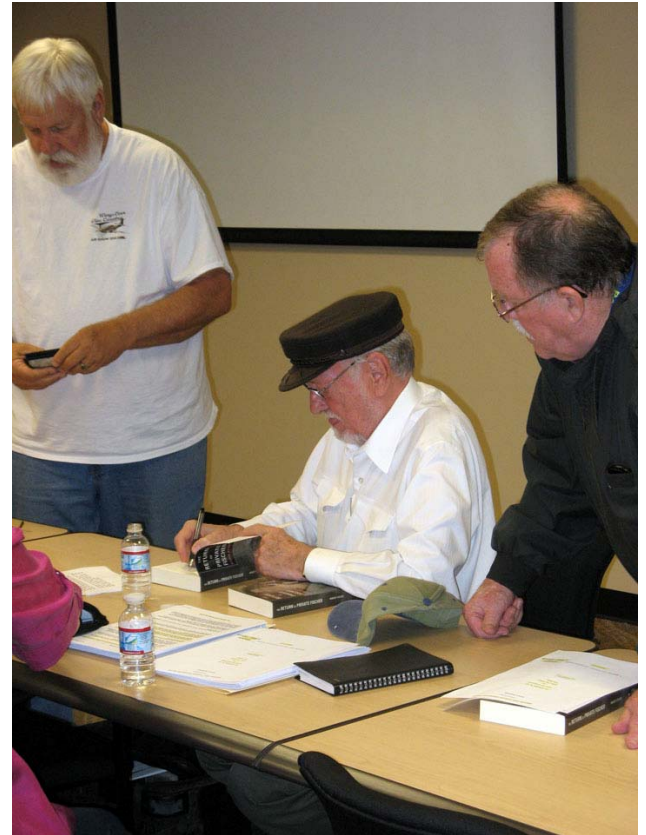
On the back of the soup can was a picture of Jack, with the caption “Do You Know My Last Name?” They offered a large cash prize for anyone providing the correct name and winning the “contest.” For that much money, anyone who had known Jack would reach out to claim it. Just one correct response could be the key to finding him. A few responses would virtually pinpoint his location. And Jack would be easy to identify: he had red hair, which made him stand out strongly even among the few Caucasians in Siberia.

A Siberian Odyssey

The novel describes a highly complex mission to rescue Private Jack Fischer. It involves the canned soup ruse, the sailing of a large yacht into Vladivostok on a faux trading mission, a journey to Vienna to talk with someone who knew about Siberian rail traffic, a series of Burma-Shave style signs advertising Siberia Jack’s Soup along the Siberian railroad right-of-way, and a vast reserve of personal bravery and sacrifice.

This book serves to memorialize all soldiers, pilots, and sailors who disappeared in that bleak conflict. There is ample evidence that many survived; this is fact, not fiction. Many, such as pilots of F-86s and other advanced planes, were of such high value that there was never any real hope that the Soviets would let them go.

But aside from revealing a very dark political truth that many would still rather be



Author Robert Fischer signs copies of his novel *The Return of Private Fischer* at the September 18 PCAM member meeting.

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kept quiet, *The Return of Private Fischer* is a love story. The truth is that Babe remained true to the man she loved, despite the most wrenching of circumstances any couple could face. It is that above all that makes this story of "what could have been" a tale of hope.

About Robert Fischer

Robert Fischer was raised in San Francisco and currently resides in Sonoma County. He served in the Korean War with the US Marines. A pilot, he flew his own helicopter and also flew for the Rhodesian Army as well as a Senator in the Philippines during the President Marcos era. Robert is a new member of the Pacific Coast Air Museum. *The Return of Private Fischer* and Robert's first book *Plane Jane* are available in the PCAM gift shop. ★

KJZY After Work Concert A Great Success



We had a few hundred people dancing to the music of the Jamie Jamison Band on a warm October evening. This event happened so close to the publication of this issue of the Straight Scoop that we didn't have time to write it up. Watch for details and photos in November.

Attention! Short-Notice Events!

Both of these were re-scheduled from September 21 due to rain. See the [September issue of the Straight Scoop](#) for details.

Air Show Volunteers "Thank You" BBQ Saturday October 5

All Air Show volunteers are invited to a barbeque in your honor: Saturday October 5, 4:00, PCAM patio.

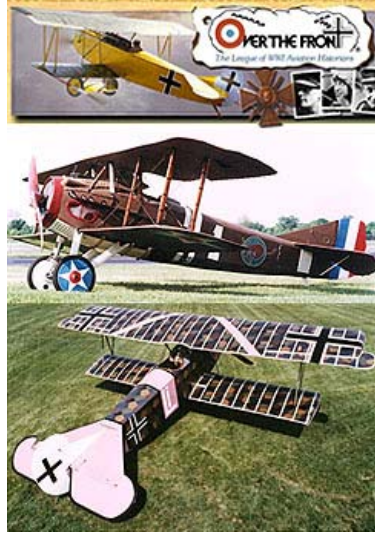
Movie Night in the Butler Hangar Saturday October 5

It's a Mad, Mad, Mad, Mad World. No charge. Special admission procedures apply so read the details in the [September issue of the Straight Scoop](#).

October 16, 2013 Speaker Information

James "J.R." Williams of the League of WWI Aviation Historians

The 100th anniversary of the beginning of World War I is approaching. Come and learn about the flyers and the aircraft that fought in "the war to end all wars."



J.R. is President and Chairman of the Board of Directors for the League of WWI Aviation Historians. He 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.

The League's quarterly journal "Over the Front" is the premier publication on WWI aviation history. League members become part of the great global community of WWI aviation history enthusiasts. Its members include researchers, historical tourists, modelers, replica builders and pilots, and RC enthusiasts.

Copies of "Over the Front" will be available to our PCAM membership for a modest donation per copy. The League of WWI Aviation Historians is a registered 501-c3 non-profit organization.

Learn more about the League of WWI Aviation Historians at <http://www.overthefront.com/>. ★

President's Message: Fiscal Planning for 2014

The winter months are understandably PCAM's slow time of year. However there is much to keep us occupied as we prepare the museum for wet and cold weather. Additional activities will occupy our thoughts for the next several weeks: the review of our financial performance for this year and preparation of an operating budget for next year.

Like so many other non-profit organizations we exist through the generosity of our supporters and the hard work of our volunteers. Our Board of Directors continues a tradition of conservatively managing the museum's finances while supporting our programs and maintaining and growing our collection of aviation artifacts. Our museum has only one paid employee who oversees the day-to-day operation of the museum. All of our activities are staffed by the hundreds of hard-working volunteers who make these events possible. Our largest expenditures are for rents that we pay to occupy our facility and the costs incurred in restoring and maintaining the aircraft and artifacts that have been collected. Our administrative expenses remain remarkably low for the size of the organization. The remaining expenses are entirely those incurred by the fund-raising efforts such as the annual air show, our gift shop sales, and several smaller yet valuable fund-raising events. An example would be our Hot Dog Thursdays held during the warmer months where \$5 buys a jumbo hot dog, chips and drink and still enables us to earn some money toward the bottom line. It's another shining example of how everybody wins.

Right at this moment the museum staff is being inundated with numbers as our planning cycle commences. Without delving into those numbers, it is important for all who donate money to our museum to understand that our finances are handled responsibly with full accountability and that the museum overall is managed conservatively and in a fiscally responsible manner. We are able to make even the smallest donation go a very long way and we truly appreciate your financial support. ✨

—Lynn Hunt

October in Aviation History...

Everyone knows Chuck Yeager and the Bell X-1 were the first pilot/plane pair to successfully go supersonic, right? Maybe not. It seems the North American F-86 Sabre prototype and pilot George S. Welch may have done it first... on October 14, 1947, just twenty minutes before Captain Yeager did. Welch was flying the XP-86 prototype when at 37,000 feet he put the plane into a shallow dive and... "in direct violation of orders from the Secretary of the Air Force to not do so, Welch broke the 'sound barrier'" ([source](#)). PCAM has two F-86s in its collection, direct descendents of what may be the first aircraft to go supersonic and survive: an RF-86 (reconnaissance version, shown below) and an F-86H (late model with larger engine.) ✨



New Members Since the Last Newsletter

Lori Gassmann family - Santa Rosa
Edgar Mendoza family - Novato
Brant & Arlis Mivetti family - Santa Rosa
Michael Nadalin - Cotati
Dick Searle - Del Rey Oaks
Phyllis Simmons - Santa Rosa
Teresa Tavares family - Santa Rosa
Ron Tinkler family - Philo, CA

Aviation Day at Sonoma Jet Center: Saturday October 5

A Free Day of Aviation Fun and Discovery for the Whole Family

Sonoma Jet Center is hosting its annual Aviation Day on Saturday October 5.



This is a great family event where you can see demonstrations of aircraft technology, get up close and personal with some really cool airplanes, and maybe even get a helicopter or airplane ride!



Attractions and Activities

- The EAA Young Eagles Rally – a true highlight of the whole event!
- Boy Scout Merit Badge Class, taking place in conjunction with Aviation Day
- Climb-aboard aircraft from PCAM
- Helicopter rides from Sonoma Helicopters, for \$45.00 per person
- Hot Dog Lunch for \$5.00, put on by the intrepid PCAM Hot Dog Thursday crew
- Hands-on activities from the Santa Rosa 99s, North Coast Air, Wine Country Flyers (R/C aircraft), Barron Air, the Aviation Explorers, J&R Electronics, more.

Kids: Get a Free Ride in a Civil Aircraft!

Youngsters between the ages of 8 and 17 can register in advance for a free airplane ride at Aviation Day. The EAA (Experimental Aircraft Association) sponsors the EAA Young Eagles program, which seeks to expose our kids and future technologists to the science and wonders of flight. In that spirit, local EAA members will be offering free rides in their own aircraft. Your

kids, nieces, nephews, or grandkids can get an up-close view of how an aircraft is flown, prepared for flight, and handled on the ground. There is no charge. Advance reservations and written permission from a parent or guardian are absolutely required. For more information about EAA flights at Aviation Day, email sheryoungeagles@aol.com.

Admission is Free!

Sonoma Jet Center is at the Charles M. Schulz-Sonoma County Airport, 6000 Flightline Drive, Santa Rosa, CA. Aviation day runs from 10:00 a.m. through 2:00 p.m.

Boy Scout Merit Badge Class Oct. 5

PCAM will be holding its Boy Scout Aviation Merit Badge Class in conjunction with Aviation Day at Sonoma Jet Center. The Merit Badge Class runs from 9:00 a.m. through 3:30 p.m. and **tuition is \$55.00**. The course follows the curriculum requirements established by the Boy Scouts of America. For details and to register, visit <http://pacificcoastairmuseum.org/classes/meritbadge/> or contact Allan Morgan at 707- 575-7520 or email amrgrn@comcast.net. ✪

Gift Shop October Special

Air Show shirts are now on sale at the Gift Shop. That's right — 2013 Wings Over Wine Country themed tee shirts and other shirts are now discounted. Tee shirts are \$15.00 each (normally \$24 to \$26). Other 2013 Air Show shirts are 50% off. Come on down and get yours before they're gone. Limited quantities available. ✪



Traveling Vietnam Wall Memorial Coming to Petaluma, October 10-13

October will provide a special opportunity for us to pay our respects to our fallen heroes of the Vietnam War. The American Veterans Traveling Tribute (AVTT) will be bringing its Traveling Wall to Petaluma October 10-13, 2013. It will be at Lucchesi Park, 320 North McDowell Blvd. The memorial will be open 24 hours a day during its stay at the park.



The AVTT Traveling Vietnam Wall will be in Petaluma, October 10-13.

A special Escort will be held on October 9, as the Wall is brought to its display location. The escort leaves the Petaluma Elks Lodge (2105 S McDowell Blvd.) at approximately 4:30 p.m. More details can be found on the AVTT website at <http://www.avtt.org/2013/petalumaca.html>.

From the AVTT Website: "The mission of the AVTT is to create a forum for communities to come together to Honor, Respect and Remember those who have given the ultimate sacrifice for their country and to educate all to the Cost of Freedom."

In the past, PCAM has brought its Huey helicopter and other artifacts to add to similar memorial events. However, at the time of this writing it is unclear whether we will have the budget to make such a contribution to this event. ✨

2013 PCAM \$1,000 Scholarship awarded to Benjamin Martin

Benjamin Martin of Santa Rosa, who is enrolled in the Aviation Maintenance Program at Salt Lake Community College, is currently a student in SLCC's Airframe and Power Plant Program. He is planning on attending the technical college for two years to be certified as an A&P Technician. The A&P certificate is issued by the FAA and enables an individual to inspect aircraft as well as perform, supervise and conduct preventive maintenance. This certification ensures 100% career placement.

Ben has been a member of PCAM for seven years and has been on the ground crew of the A-26 and the IL-14, where he became Assistant Crew Chief. He has recently been helping to restore the S-2, including serving on the air show crew during Wings over Wine Country Air Show. Ben hopes to train for his pilot's license after completing the SLCC program. The award of this scholarship has enabled Ben to enroll in the program and purchase his textbooks for the semester. Congratulations, Ben, on a great choice in your education track in a great career. We are proud of you. ✨



Benjamin Martin, recipient of the 2013 PCAM \$1,000 Scholarship

Our F-14 Grounds the Fleet

By Lynn Hunt

Each example of aviation heritage that PCAM has been fortunate to collect can tell a story. It is usually the story of how that particular aircraft was conceived and the service life it has enjoyed. If one is willing to listen, the story continues with the path this particular airframe took to get here and maybe the story behind the squadron markings it so proudly wears. For a special few of our collection there is a story within the story that is not known to all but that remains part of its unique heritage. Our F-14 Tomcat is one of these.

Our F-14 arrived when our little museum was lucky to have anything resembling an aircraft. We were enjoying a special relationship with our U.S. Navy and as a result we were given the loan of an A-6 Intruder, our F-16 Viper and the Tomcat.

The day the F-14 flew into Santa Rosa was special beyond description. A team from Alameda had arrived for the purpose of removing the healthy engines still in it but had come prepared to install two static display engines that would keep our Tomcat intact. They also had a short list of special components that they needed to remove but they assured us we wouldn't even notice their absence. These included the pyrotechnic devices contained in both ejection seats. Can't have a visitor pulling that yellow handle and blasting into the sunny Sonoma sky!

Finally, a team of two men from Washington DC were

present to activate and test the emergency detonation system for the canopy and ejection seats. This decommissioned aircraft was a perfect opportunity to test this equipment which was installed in all similar Tomcats. The results would indicate the potential condition of all such systems throughout the fleet. But you certainly wouldn't want to test it on an expensive commissioned plane, because the damage would wreck it. Ejection systems are not easy on a plane, and far harder on the crew.



Our "Top Gun" F-14 as it looks today, with all ejection capabilities fully disabled. Here it is, entertaining and educating young and old alike at the 2013 Wings Over Wine Country Air Show.

Photo courtesy Thomas Belka.

Anyway, these two men asked for a hangar and Aero-crafters graciously offered the use of theirs. Of course that meant that we were able to closely observe the entire proceedings, an intrusion that they may not have counted on.

The engine change went smoothly as did the ejection seat work. After installation of certain test equipment throughout the aircraft the Washington DC team was ready to "fire off" the emergency system. With everyone in position and a crowd of interested onlookers

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standing by the team leader climbed into the cockpit. Once he was convinced that all was ready he fired the initiators.

Those of us unschooled in this important sequence of events had no idea what to expect next. That is probably why we were not disappointed when absolutely nothing happened.

The two men looked at each other. “Nothing?” said the lead. “Nothing!” was the response. His next move I remember as clear as it was yesterday. “Can I borrow your phone?” he asked. “Right this way” I responded. I led him into our maintenance office where he sat down. I watched him dial area code 202 and then realized that I probably didn’t want to be part of his conversation.

The next morning the newspaper headlines read “F-14 Fleet Grounded!” The story didn’t include any mention of us, our aircraft, or our fledgling museum. To this day I can’t decide if that was fortunate or not. At any rate, after a few days they were able to conclude that our F-14 was an early block number and that its problems were probably a fluke. Other aircraft on both ends of the block had been successfully tested so the F-14 fleet resumed operations shortly thereafter. The Navy didn’t repossess our Tomcat. They pronounced it safe after trying their hardest to detonate the system.

Time has marched on and our Tomcat continues to thrill people of all ages who come to enjoy and admire her. Many people already know that this same F-14 had a starring role in the 1986 Tom Cruise movie “Top Gun.” The next time you visit the museum go over and check her out, and think about her small influence on international headlines because now, as Paul Harvey would say, you know “the rest of the story.” ★

Flown West: Glenn Dow

We are saddened to report that long-time PCAM volunteer Glenn Dow has passed away. He and his wife Mary Beth were voted PCAM volunteers of the year in 1998 and he was

a devoted supporter of PCAM from the very beginning. He was a P-47 pilot in World War II, fighting in Italy and earning a Purple Heart there. In addition to all his hard work on aircraft and other projects, he gave several talks at PCAM, sharing his knowledge and experiences flying the P-47.



Glenn shared his experience and knowledge flying the P-47 Thunderbolt through several presentations at PCAM.

All of us at PCAM extend our condolences to Glenn’s family, and express our thanks for his many years of dedicated service. He will be remembered. ★

New Aircraft Crew Chiefs

Congratulations to our new Crew Chiefs, and thank you for all your hard work and dedication!

- Robert Lanyon - Blue Angles F-4 Simulator

- Caitlyn Jurin - BD-5
- Steve Aikins - F-16N Viper
- Cody Harrington - AV-8C Harrier
- Mark Fajardin - A-6E Intruder. Mark has also been appointed Director of Aircraft Acquisitions.

PCAM Director of Museum Operations Presents the Hap Arnold Trophy at 50th Reno Air Races

On Sunday September 15, our Director of Museum Operations Christina Olds presented the prestigious Hap Arnold Trophy to the winner of the Military category of the National Heritage Invitational. She was at the 50th Annual Reno Air Races in place of her father General Robin Olds, who had been asked to make the presentation several years ago, but was unable to before his death in 2007.

The winner was John Sessions of Mukilteo, Washington for his stunning 1945 Vickers-Armstrong Spitfire.

The National Aviation Heritage Invitational was estab-



Above: Winner of the 2013 National Aviation Heritage Invitational "Military" category: a 1945 Vickers-Armstrong Spitfire owned by Sessions of Mukilteo, Washington.



Christina with a legendary lineup. From left to right: Tom Aberle, top biplane racer since 1967; Dick Rutan, pilot of the around the world Voyager; Bill "Tiger" DeStefani - owner of the nine-time Reno Gold winner P-51 "Strega"; Clarence E. "Bud" Anderson, WWII triple ace; Steve Hinton, Jr, 26-year-old five-time Gold winner (and gold winner again that afternoon in Voodoo); the young man in the jumpsuit is unknown to us; Christina Olds; Sean D. Tucker, National Aerobatic superstar; Hoot Gibson, NASA astronaut & air racer extraordinaire; Herb Kelleher, founder of Southwest Airlines; Clay Lacy of P-51 and Lear Jet fame; the irrepressible pilot's pilot of them all, 91-year-old Robert A. "Bob" Hoover. Bob started the gold race with a superb, gravelly "Gentlemen, Start Your Engines!" We regret that we do not know the name of the gentleman on the far right. That's Gold winner Voodoo behind everybody.

lished by Rolls-Royce North America in 1998. Its objective is to encourage the preservation of aviation history through the restoration of vintage aircraft to original flying condition. There are several classes awarded each year, including Classic, Antique, Large Aircraft, Military, People's Choice, and Overall.

The presentation of the trophy was made before 50,000 air race fans before the playing of the National Anthem just in advance of the Gold Race on Sunday. Christina joined a large group of air race and aviation all-stars (see photo this page) to make the presentation.

"I couldn't believe being invited to join this amazing line-up out on the tarmac," said Christina. "What an unbelievable thrill. It was a real honor to be included in this special group of aviation legends. I wore my Pacific Coast Air Museum name tag proudly throughout the three days of events and enjoyed talking to people about our museum. They're very interested and very encouraging about what we're doing here." ✨



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 highly encouraged to submit articles for possible publication. The deadline is 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, in care of the Pacific Coast Air Museum, One Air Museum Way., Santa Rosa, CA 95403, pcam-news@loughlinmarketing.com 707-575-7900.

Membership Renewals

\$30 per year individual; \$45 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

Please visit our web site at

www.pacificcoastairmuseum.org

or call 707-575-7900 for details or more information.

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



STRAIGHT SCOOP October 2013

*Climb Aboard
"Halloween Trick or Treat"
Ilyushin IL-14 Crate
October 19-20*

REMEMBER THESE DATES

Saturday October 5	10:00 a.m. - 2:00 p.m.	Aviation Day at Sonoma Jet Center
Saturday October 5	9:00 a.m. - 3:30 p.m.	Boy Scout Aviation Merit Badge Class at Aviation Day
Saturday October 5	4:00 p.m. - 6:00 p.m.	Air Show Volunteers "Thank You" Barbeque
Saturday October 5	6:30 p.m. - 9:30 p.m.	Movie Night: <i>Mad Mad Mad Mad World</i> in the Butler Hangar
Thurs Oct 10 - Sun Oct 13	24 hours	AVTT Traveling Vietnam Wall in Petaluma
Wednesday October 16	7:00 p.m. - 9:00 p.m.	Member meeting at Mesa Beverage
Thursday November 14	6:00 p.m. - 9:30 p.m.	BBCA 4th Annual Stars & Stripes Dinner, Kentfield
Saturday November 16	6:00 p.m. - 11:00 p.m.	USS Hornet Museum Anniversary Gala, Alameda
Wednesday November 20	7:00 p.m. - 9:00 p.m.	Member meeting at Mesa Beverage

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