



Jeff's and My Little Secret

Flown West: Jeff Harris, August 28, 1956 - March 5, 2013

By Lynn Hunt

It is always a sad time when one of our own departs this life unexpectedly, particularly at a young age. We are sorry to report that Jeff Harris, pilot of the P-38 Honey Bunny, suffered a heart attack and flew west on March 4.



Jeff will be remembered by many at PCAM for his efforts to bring a P-38 to the 2007 and 2008 Wings Over Wine Country Air Shows. Jeff was a great guy, a good friend and, like the rest of us, a lover of WWII aircraft and the very special people who built, maintained and flew them. Today there is a very small group of people who are blessed with the privilege of flying these machines. They come from all different backgrounds and they fly them for many different reasons. Not all are able to realize and appreciate the historical significance that these machines have nor do they "get" the meaning of how important they are to so many people.

Jeff got it. To him, these aircraft were not just impressive works of engineering but living, breathing representatives from a remarkable period in our history. Next to the thrill of flying them, Jeff loved the reactions and the passion that

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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"

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these aircraft evoked in people, and he made extra efforts to elicit these responses wherever he went and every time he flew. I promised Jeff I would never tell this story to anyone but with his passing I hope that sharing it will help others understand the extent to which Jeff "got it."

I first met Jeff in January of 2007 on a trip to Rialto to look at some Corsair parts for a customer. A P-38 was in the same shop undergoing maintenance and I was introduced to Jeff by the shop owner. When Jeff learned I was from Santa Rosa his eyes lit up and he told me he had lived for a while in nearby Sonoma and had done some flight instruction out of the Santa Rosa airport. Of course I had to mention to Jeff that Santa Rosa had been a P-38 training base during the war. Not surprisingly, Jeff was already aware of its history. He reflected on the historical significance of flying Honey Bunny in there one day and kind of seized on the idea of how much fun it would be to show up there. I told him about our annual air show in August and how we would love to have him come. We exchanged contact information and agreed to stay in touch.

The reality of the situation was that it was a long shot. P-38s were and are still exceedingly rare, expensive and in high demand. I knew that the going rate to bring one to Santa Rosa would be in the \$10K range so I gave the possibility little thought. Jeff and I continued to talk as the year progressed. He would ask about how the air show planning was coming and we would

both express our feelings on how great it would be if he could make it. He couldn't and didn't offer anything definitive and I continued to think it very unlikely. I felt the chances were so low that I never told anyone about the possibility. Not wanting to create expectations and then disappointment, I just kept the idea to myself.

As the date of the air show grew closer Jeff told me that he was invited to attend a gala event in Monterey

in the P-38 the weekend before. Again, he didn't promise anything but told me that it looked like he would at least be in the neighborhood. I could only imagine how much the people of Monterey were paying for the privilege. I still considered it a long shot and chose again not to tell anyone.



Honey Bunny at Wings Over Wine Country, 2007. Photo courtesy Peter Loughlin

The Friday before the air show was a busy day. I had several airplanes to prep, some for static display and some for show flights. There was much work to accomplish and the day raced by. By 3:00 PM I had all my aircraft in position and was trying to help others put the ramp in order. Then my phone rang. It was Jeff telling me that he was climbing into the cockpit and would be at Santa Rosa in about 30 minutes. After he hung up I think I just stood there for a moment. I was the only person in Sonoma County who knew what was about to unfold. There were details to work out such as a hotel room, fuel and a car for Jeff. I thought for a moment about a way to let everyone know what was about to happen but the ramp was still a beehive of activity. I realized that most of the volunteers would learn of Jeff's arrival when they heard vee-twelves and looked up. I set out in search of Bernie Hagen and

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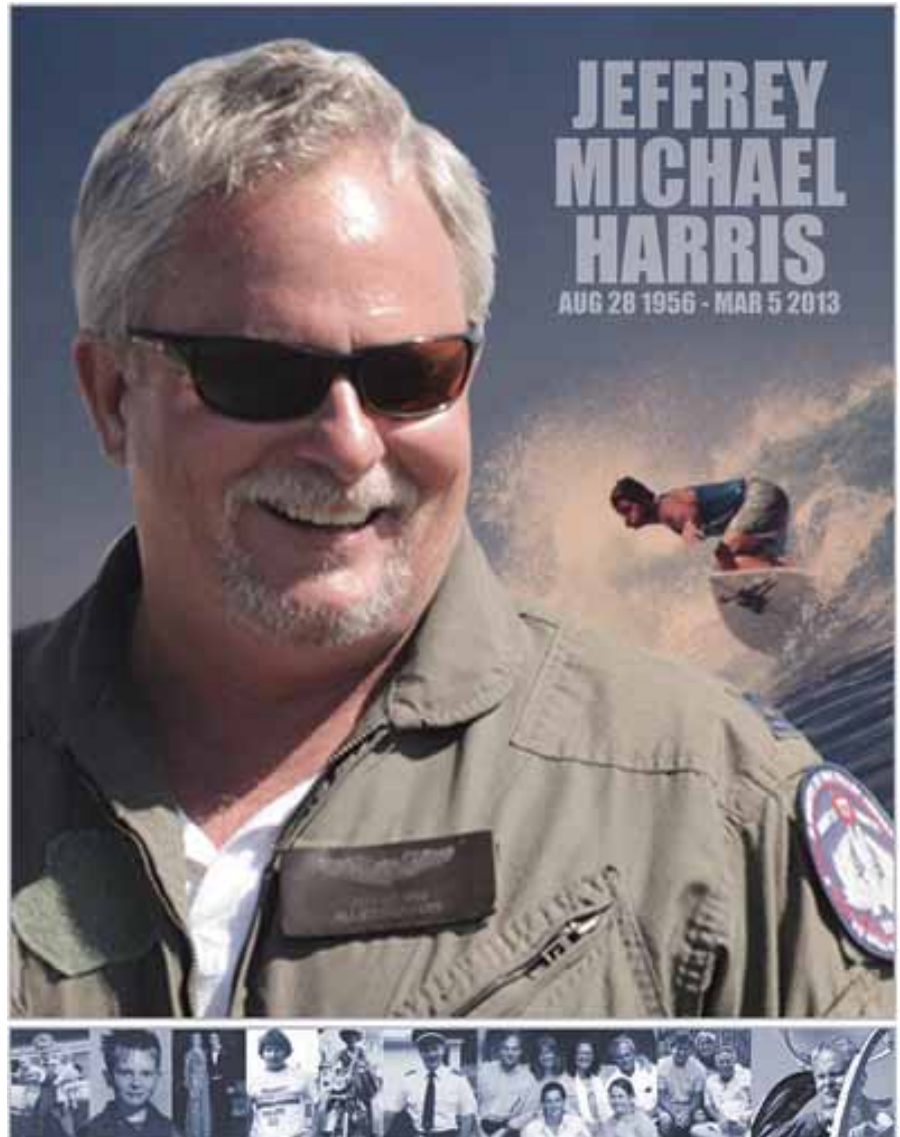
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Chuck Thomas to make sure Jeff was taken care of. After I found them it took a minute to gain their audience. I kept glancing at the time knowing Jeff was due to arrive very soon. I tried to keep the explanation as short as possible and given my growing level of excitement, I suppose I didn't articulate very well. With skeptical looks on their faces they assured me it would not be a problem and I remember thinking that they were convinced I was nuts. Next I bumped into Chuck Root and as fast as I could I told him what was about to fly in. As if on queue, high overhead a beautiful P-38 entered on the overhead approach, out came the gear and moments later he was rolling out on the runway.

I hope that as age begins to take away some of my memories, the one it will leave intact the longest is of the reactions that I witnessed that afternoon by dozens of hard-working volunteers who could not believe what they were seeing. To say that it was a total surprise is a most magnificent understatement. Jeff bounced out of the airplane to a roar of approval. He saw me from a distance and had the largest grin on his face you can imagine.

To help guard his reputation amongst the high-dollar warbird contingent we had worked out an elaborate ruse. I walked up to him and very openly handed him a personal check I had made out to him. I don't remember the amount the check was written for nor did it even matter because, as per the plan, Jeff tore it up hours later. It was our little secret. Jeff hadn't come for the money. He had come because our airport had once been the home to three P-38 squadrons. He had come because no P-38 had ever returned to Santa Rosa since WWII ended. He came because no one expected he would and he came because he felt it was the right thing to do.

Those of us who were present that year were treated



to a beautiful flying demonstration by Jeff and the amazing sight and sound of the Lockheed P-38. The following year he returned to WOWC although this time he didn't tear up the check. Jeff would go on to fly the P-38 to dozens of air shows and thrill thousands of people. I will remember Jeff for his friendship, his generosity and the historical significance he valued so highly with the airplanes he flew. I have no idea if another P-38 will ever grace us again with its presence but even more rare will be to have it piloted by one as gracious as Jeff. He was a very special person and he will be missed.

A memorial has been scheduled for Saturday, April 6 in

Movie Night!

Saturday May 18: "Memphis Belle"

Stay tuned for our very first "Movie Night" on Saturday, May 18 out on the field at PCAM. It's a 'fun-raiser' so the evening is FREE to members and their friends and families! Bring your picnic baskets, blankets, lawn chairs and favorite beverages and enjoy a lovely evening under the soft Sonoma skies.

We'll be showing "Memphis Belle", starring Matthew Modine, Harry Connick Jr., Eric Stoltz and many other fine actors. It's the riveting story of the American bomber crew of the B-17 "Memphis Belle". The Belle's crew were the first airmen to complete a full tour of 25 missions during the air battle for Europe in WWII. The film begins the night before the Belle's last mission, and follows the crew through the hectic flight that they must endure in order to go home. The movie is rated PG-13 and runs for 110 minutes. The gate will open at 6:00 PM. We'll be showing some short videos and cartoons as dusk falls, and then start "Memphis Belle" around 8:45 (sunset is at 20:08).

This event falls on our May Open Cockpit weekend, so make a long day of it! Put this fun evening on your calendar - May 18! ★



Gift Shop April Specials

All "Remove Before Flight" women's wear is 50% off for the month of April. We have small, medium, and large sizes in tank tops, t-shirts, and "boy" shorts. All items are 100% cotton. Normal prices range from \$12.99 to \$15.99 but in April they are only \$6.49 to \$7.99! ★



PCAM Recognized by Sonoma County Historical Society

On Sunday, March 24 at its Annual Meeting & Awards Luncheon, the Sonoma County Historical Society presented the "Brainerd Jones Preservation Award" to the Pacific Coast Air Museum for promoting the acquisition, restoration and display of historic aircraft in Sonoma County. PCAM Board President Lynn Hunt and Director of Museum Operations Christina Olds accepted the award on behalf of the museum. Brainerd Jones (1865-1949) was a renowned American architect who designed and built many of the architecturally significant buildings in Petaluma, Santa Rosa and Healdsburg, several of which are on the National Register of Historic Places. It is a distinct honor for PCAM to be recognized by the Society for this award and certainly underscores the great work that's been going on out here for years. ★

Women in Leadership Roles at PCAM New era for Pacific Coast Air Museum

By Chris Smith

Published in The Press Democrat,
Sunday, March 17, 2013

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Close to 25 years after a band of brothers first conspired to create a place in Sonoma County to preserve historic aircraft and their stories, the Pacific Coast Air Museum boasts a sweet collection of winged wonders and one barnstormer of a summer air show.

And now several women in new leadership roles are set to ease back the stick, add some power and take PCAM to the next level.

"I can't imagine what we're in for over the next few years with this place," said Christina Olds, the new Director of Museum Operations and daughter of one of the greatest combat aces. "This isn't just about old guys and old aircraft."

Among the newcomers to PCAM are Olds, 59, and female museum-board members Kristina Keck, 44, an Air National Guard chief master sergeant, and Julia Sugg Hochberg, 35, co-owner of the county airport's Sonoma Jet Center, an aviation sales and service firm. The three of them are out to increase PCAM's presence at the airport, host grand new public events, offer rides in some soon-to-arrive fully operational vintage planes and spark more children's interest in science and technology by fascinating them with machines that fly.

Board president Lynn Hunt, a restorer of historic warbirds long active in PCAM, said, "Women have always been a part of the organization, an important part. But now they're taking more of a leadership role, and it's great."

Hunt said that though Olds, Keck and Hochberg "have been here a short time, they're really making their presence known. They're balls of energy."



Christina Olds, Julia Hochberg, and Kristina Keck (left to right) next to the museum's centerpiece early responder F-15 Eagle.

New director Olds is fairly new to Sonoma County, but airplanes, pilots, air shows and tales of aerial adventure have been constants in her life since she was born to actress/model Ella Raines and West Point graduate and fighter ace Robin Olds. She honored a deathbed request made by her father, who retired from the Air Force in 1973 as a brigadier general, and wrote the book he'd never quite gotten around to: "Fighter Pilot: The Memoirs of Legendary Ace Robin Olds."

She said one reason the 800-member PCAM (pacificcoastairmuseum.org) hired her as the museum's first woman director is that "I love to have a good party."

She plots a number of gala events for the museum, best known for its static display of vintage fighters and other aircraft on a grassy field at the Charles M. Schulz-Sonoma County Airport and its two-day Wings Over Wine Country air show, also held at the airport between Santa Rosa and Windsor. Perhaps its proudest asset is the F-15 Eagle fighter jet that was first on the scene over Manhattan on the morning of the Sept. 11, 2001, terrorist attacks.

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Now in the works at PCAM are a "Moon in June" benefit swing-band dance and an October "Salute to Veterans" that Olds envisions as "an absolutely elegant Wine Country evening." The mention of wine prompted new museum board member Keck to mention an enhancement she envisions for the annual August air show.

"It's called 'Wings Over Wine Country' but we've only ever poured wine at the show during private parties, and we've never had a public tasting there," said Keck, an investment and retirement advisor who served seven years in the Air Force and since her discharge has been in the Air National Guard.

Fellow board member Hochberg, who worked a decade ago as a mechanical engineer for NASA, said she wants the kid-friendly PCAM to create more opportunities for youngsters to come in and learn about the history, science and potential of flight.

Olds agreed, saying America needs to find more ways to intrigue young people about science and technology. "Being around aviation gets kids involved in how things work," she said.

Since shortly after the Pacific Coast Air Museum was conceived in 1989 and held its first meeting in 1990, it has occupied a leased World War II-era building and adjacent field on the east side of the county airport, off N. Laughlin Road.

The organization has now submitted a bid to lease also an adjacent office building and hangar that was used by Dragonfly Aviation, a longstanding flight school, until it went out of business late last year.

If PCAM is able to lease the property, there will be more space for educational programs and aircraft restoration. Also, the use of the former Dragonfly property would make the air museum more visible and easier to find.

In their longer-range plans, Olds and the board aspire

to raise the money necessary to build at the airport a large, inviting structure for PCAM exhibits and events.

Hochberg said of the dawning of the organization's new era, "I think this is the museum growing up and becoming a real institution." ✪

Moon in June Dance

Dust off your dancin' shoes and join us under the full moon, Saturday, June 22nd for a good, old-fashioned swing dance on our patio. Stay tuned for details! ✪



Air Show Promotional Road Signs

If any member owns a piece of land bordering Highway 101 between Healdsburg and Petaluma, or has legal access to a spot along 101 through a friend or a business, we'd like your permission to



erect a temporary non-invasive billboard or banner advertising the Wings Over Wine Country air show starting in July. We would also welcome access to any other available main road locations, i.e., along Hwy 12 and 116. Please call Bruce Tinkham at (707)887-7822 or (707)486-8964. ✪

Gift Shop Volunteer Opportunities

The gift shop would love to have interested people join the volunteer team. Open hours are Tuesday, Thursday, Saturday and Sunday 10:00 to 4:00. Some early mornings and evenings are available as we head into summer event season. Come join the gang. We're having a lot of fun! ✪

PCAM's New "Ground" Crew Hard at Work

Currently underway is the move of the C-97 Nose to a new location near the patio. The former front of the cockpit section of this 1950's Boeing C-97 Stratofreighter was saved from a scrap heap about eight years ago and has moved around the PCAM grounds several times. Still in its annual migratory pattern, the "nose" is about to find its way over to a space being cleared between the patio and the south fence. There, it will regain its former glory as seat of honor for Hot Dog Thursday sponsors and will also take on podium, bandstand and stage status for our various events. The



Left to right: Barney Hagen, Stan King, Little Man, Bill Greene and Duane Coppock (in his supervisory coffee mode).

bushes have been torn out and the ground is being leveled by hard-working crew. Watch for a whole new look to the patio, an expansion of the table and seating area and—hopefully—new panels on the roof by the end of April. ✪



C-97 nose as it looks now.



C-97 nose (and other bits) as it looked then.

April in Aviation History...

The great foe of the McDonnell-Douglas F-4 Phantom during the Vietnam war was the Mikoyan-Gurevich MiG-21, which appeared on the scene in April 1966. The first-ever confirmed kill of a Mig-21 occurred on April 26, 1966 when USAF Maj. P. J. Gilmore and Lt. W. T. Smith shot one down in their F-4C. They were escorting F-105 Thunderchiefs to bomb the Bac Giang railroad bridge, which was near a MiG base at Kep. They saw two "Fishbeds" diving on them, and after some maneuvering they hit one with an AIM-9 Sidewinder. PCAM has its own F-4C, nearly identical to Gilmore and Smith's. You can sit in it yourself, on selected open-cockpit weekends and the air show. ✪



In Case You Missed It: March 20 Member Meeting Guest Speaker

Ken Wood: Navy Test Pilot – Operational Test and Evaluation

Just how does one become a test pilot? At the member meeting on March 20 we found out, as Commander Ken Wood, USN (Ret.) spoke to us about his experiences at the U.S. Naval Test Pilot School at Patuxent NAS.



A Vietnam-era A-6 Intruder, similar to what Ken flew, returns to its carrier

Ken, call sign "Woodstock", joined the navy through an NROTC scholarship. He studied chemical engineering and went on to become an A-6 Intruder pilot, flying many combat missions over Vietnam. He logged 2,124 hours, 1,065 sorties, and 212 carrier landings in the A-6. He racked up hundreds more hours in A-4 Skyhawks, T-2 Buckeyes (in which he taught spin recovery techniques), A-7 Corsairs, F-9 Cougars, and many others. He even has nine hours in a B-26 Marauder. He flew with the navy from 1967 through 1983.

He was selected to attend the Naval Test Pilot School and made it through the grueling ten-month course. To this day, candidates are chosen largely on how many the service needs, and on their length of service. Most candidates are on their second tour of service, with at least 6 years of service, and perhaps 1000

hours. The Naval Test Pilot School trains pilots from other services including the Army, and from other countries.

Types of Test Pilots

Ken explained that in his experience, there are three basic types of test pilots.

Contractor Test Pilot

The contractor test pilot works for aircraft builders like Lockheed. They are the lucky ones who get to see if the wings stay on when an aircraft type is brand new. Their role is vital in bridging the gap between the drawing board and the battlefield, finding out how well the plane flies, whether there are control problems, and whether it performs up to spec.

Developmental Test Pilot

The Developmental Test Pilot ascertains whether the aircraft does what the builder says it will. Navy pilots will launch off ground-mounted catapults, make arrested landings on simulated carriers, fly it on and off of actual carriers, and write it all up. Basically, does it behave like a Navy aircraft needs to? Pax river trains a lot of Developmental Test Pilots.

Operational Test Pilot

This is what Ken did. Once the previous testing shows the aircraft can fly to specs, the Operational Test Pilot finds out if it can actually perform its mission. Can ordnance be efficiently and safely loaded and unloaded? Does the wing fold cause any problems? Tactical testing is a large element: How far from the target can it accurately launch a missile or drop a bomb? Can it attack, evade, and bring its crew home? And can an average service crew actually fly and fight the machine without the advanced skills of a test pilot? Pax river trains a lot of Operational Test Pilots as well.

At Test Pilot School

The mission of the US Naval Test Pilot School is to "train graduates capable of conducting effective flight tests with minimized risk and effectively articulating results for acquisition and risk decisions." They want their graduates to be able to climb into any cockpit with minimal orientation and fly it safely. Test pilots

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also need to know the parameters they are testing for, be able to write up a testing plan, and write up the results clearly and accurately back on the ground. Ken says that someone who can write well has a distinct advantage as a test pilot, stick and rudder skills aside. An instructor familiarizes his student with his next challenge. Students have only a couple of days to study each plane and minimal flight instruction.



An instructor familiarizes his student with his next challenge. Students have only a couple of days to study each plane and minimal flight instruction.

The first half of every day was classroom training. The second half was spent flying. They were immersed in flying twelve to fourteen hours a day: night, IFR, jets, turboprops, reciprocating, helicopters, and even sailplanes. Sailplanes are excellent for developing planning skills: instrumentation is simple, but getting the plane back on the ground is not, particularly if you are aiming at a particular runway and not a neighboring field or forest. The school had lost a couple students in previous years to glider accidents. There were even a couple DeHaviland Beavers and Otters to teach the characteristics of direct-controlled aircraft, wherein cables and pulleys connect the control surfaces to the stick and rudder. These were also used for towing gliders.

Students were taught to fly a very wide variety of these aircraft. They were handed the flight manual and given two days to prep for the qualification test. As-

suming you passed the ground test you would get a cockpit checkout that afternoon. If the aircraft could seat two, you'd go up with an instructor. If it only seated one like the A-7 Corsair then you'd go up alone, with someone flying in a chase plane.

In this way, students became accustomed to adapting quickly to any aircraft and its quirks, and to flying it under many conditions. Ken never liked the helicopters. Their controls appear similar to fixed wing aircraft but are handled differently. He described with some color the gyrations required to keep an inherently unstable helicopter flying straight and level. One day when he was checking out in a fixed-wing twin, the instructor pulled one engine to idle the moment it had enough speed to stay aloft, and Ken spent the next forty five minutes developing a new appreciation for rudder pedals. But it's not all flying; each project requires the writing of a detailed technical report. He did about 25 of these, with his last one about $\frac{3}{4}$ inch thick.

For graduation, students were given a qualitative evaluation. They were assigned a plane with which they were completely unfamiliar and were expected to learn it, figure it out, fly it, test specified characteristics, and create a detailed and accurate report. Maybe you'd get an F-4 Phantom as Ken did. Maybe it would be a CH-47 Chinook helicopter. Maybe it would be a MiG-15. They also had a final exercise in which they had one week to write a test plan, make four flights for a minimum of six hours, and over ten days write a formal technical report of approximately 150 pages. This final exam combined all elements of the curriculum.

Testing at China Lake

The goal of many test pilots is to get to the American West, where there is plenty of room to fly, test ordinance, and really see what a plane will do. After graduation Ken was assigned to Naval Weapons Center China Lake in California.

Some of his work at China Lake centered around testing the AGM-45 Shrike anti-radiation missile (ARM). These would home in on the signal from a radar sta-

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tion like that used to direct a surface-to-air missile battery (SAM) or anti-aircraft gun. If the Shrike did not see a radar signature, it flew unguided, or "stupid." Once it acquired a signal it would go non-stupid and home in on it. Shrikes were used extensively in Vietnam.

Ken's job was to help determine the Shrike's operational effectiveness. They would practice various forms of attack, primarily to see how far from the target the missile could be launched and still score an effective hit. They practiced variations of the "loft" technique which involved releasing the munition during a fast and steep climb to toss it at a high trajectory towards the target. This keeps the attacking plane at a (hopefully) safe distance. They would arm their Shrike, pull up, release it, and then loop away. The missile would fly ballistically for some distance but because it was pointed up or horizontally much of the time, it could not see the ground-based radar and it flew in stupid mode. Then, as the missile's nose pointed earthward again, it could pick up a radar signal and actively home in on it.

Ken and his fellow pilots and weapons officers helped perfect these tactics. The effect of an ARM missile is twofold: first, if the enemy knows an ARM is on its way they will often shut down their radar to avoid being hit. This leaves our friendly planes free to attack. Second, if the radar stays on, a hit from the ARM was more than enough to knock it out, leaving enemy guns and missiles without guidance. Either way, it's a win for the attacking force. Similar tactics are still used today by F/A-18s and other aircraft, using the modern AGM-88 High-speed Anti-Radiation Missile (HARM). Ken also tested the AGM-78 Standard ARM, at one point against a target ship anchored in the Pacific.



AGM-45 Shrike Anti-Radiation Missile like Ken tested at China Lake, using "loft" deliveries against radar simulators.

He also tested laser guided bombs, which are ordinary bombs fitted with a guidance package and steerable vane on the nose. This will allow it to steer itself into a target that is being illuminated by a laser. Some A-6 Intruders were fitted with a laser spot tracker, enabling the same plane to both drop a laser-guided bomb and to illuminate the target.

Sadly, many of their practice targets were the carcasses of B-17 Flying Fortresses. Fuselages and wings were set up as gunnery and missile targets because their aluminum structures took damage and reflected radar and infrared similarly to more modern combat aircraft.

Ken said he remembers evaluating how planes maneuver in and out of supersonic flight. He explained that upon going supersonic, the center of lift will shift aft. Upon going subsonic again, the center of lift will shift forward which can pitch the nose up. Different planes did this to varying degrees. Sometimes it can be bad enough to throw the plane off target during a dogfight. Surprisingly, we found out that the A-4 Skyhawk could go supersonic. It wasn't designed to do that. But if you removed the pylons so it was "clean," took it up to maximum altitude (about 35,000 feet), and pointed straight down at full thrust, you'd go supersonic around 25,000 feet. Then at about 20,000 feet the thicker air would slow you back down to sub-sonic again.

Ken says he never had to eject, and his most memorable close call was a false engine fire light on an A-6. Actually, we'd like to correct that: he said that every helicopter flight off a carrier felt like a close call.

Ken, thanks for sharing your memories and your stories, and here's hoping you never have to ride in a chopper again! 🌟

April 17, 2013 Speaker Information

Lt. Commander Wayne Seamans and USCG Helicopter Operations

PCAM's own Lieutenant Commander Wayne Seamans, USCG (Ret.) will take the podium to share some of his stories and experiences as a "black shoe" operating around helicopters during his years of service.

Wayne is a 31-year veteran of the Coast Guard. He enlisted in 1980 and advanced to Chief Petty Officer, Chief Warrant Officer and then to Lieutenant. Wayne retired as a "mustang" Lieutenant Commander in 2011.



USCG HH-55 Dolphins

Wayne's shipboard deployments took him to many corners of the earth aboard the cutters *Resolute* and *Dallas* and the icebreaker *Polar Star*. He has participated in search and rescue, fisheries enforcement, drug enforcement, immigration interdiction and NATO/national defense operations in the Atlantic and North Sea. He has also experienced icebreaking, re-supply, research, and environmental operations in the Arctic and Antarctic. All these ships had flight decks and deployed with aviation detachments (AVDETs).

In addition to his shipboard assignments, Wayne held several training roles and was a division officer at Coast Guard Island in Alameda. He was a Commanding Officer of enlisted personnel at Training Center Petaluma. He finished his career as an operational per-

formance consultant in Seattle. Wayne also had the unenviable role of Command Security Officer of Coast Guard Island in Alameda on September 11, 2001.

Wayne's aviation experience began as a teenager when he often flew with his brother Stan in a rented Piper Cherokee 140. Later on as a "Coastie" he was a member of the flight deck crew launching and recovering helicopters in weather it shouldn't be done in, a flight deck damage control team member, and a helicopter control officer. He often flew in Coast Guard aircraft (mostly helicopters). Wayne's Coast Guard aviation experiences included the HH-52 Seaguard, the HH-65 Dolphin, the HH-3 Pelican, the HH-60 Jayhawk, an occasional C-130, and even a Bell 212. Don't miss this insider's look into Coast Guard aviation! ✪

Hot Dog Thursday May 2!

The first Hot Dog Thursday of the 2013 season took place April 4. Join us again on May 2 between 11:30 and 1:30. \$5.00 (\$4.00 for members) gets you admission, a large hot dog, chips, chili, and soda or water. Come on out and enjoy some sunshine, a savory hot dog, and a cold drink! ✪



Air Show Flashback

PCAM's C-118 Liftmaster is probably our best-kept secret. It's too big to play with the other airplanes and lives on the other side of the field. But it's a star at Wings Over Wine Country, when it's open for climb-aboard and its shade and height provide a great viewing platform for flight displays.



PCAM Organizational Report

By Jim Sartain

Included in this month's newsletter is the updated Organization Chart that was approved by the Board of Directors at the February 11 planning retreat. The Air Show Executive Committee and the Marketing Committee are listed on the chart. As you've seen, we now have six divisions, each headed up by a very capable long-term PCAM member. Many organizations we are seeking to partner with like to see that we have an established structure designed for success, with many volunteers involved. This chart also serves as a means for members to get involved in areas in which they have interest and/or expertise.

As Lynn Hunt pointed out at the membership meeting on February 20, we also established a Strategic Planning Committee. This committee will be looking to the future with a vision of where we feel PCAM should be heading long term. We will also be formalizing a five year plan to present to our members and set goals for 2013 that will get us started on this plan. We will bring in facility advisors as needed once we get started. This committee will be headed by Lynn Hunt and will include Art Hayssen, Tim Delaney, Julia Hochberg, and me.

At the retreat, we also reestablished a Finance Committee. This committee will be charged with preparing our annual budget (with input from the department directors) and monitoring our results throughout the year. Tim Delaney will head this committee along with Judy Knaute, Christina Olds, and Art Hayssen.

Also reestablished is our Insurance Committee. Proper and adequate insurance coverage is an important and necessary requirement of running an air museum and air show. Tim Delaney will head this committee, along with Christina Olds, Allan Morgan, and Duane Coppock. ✪

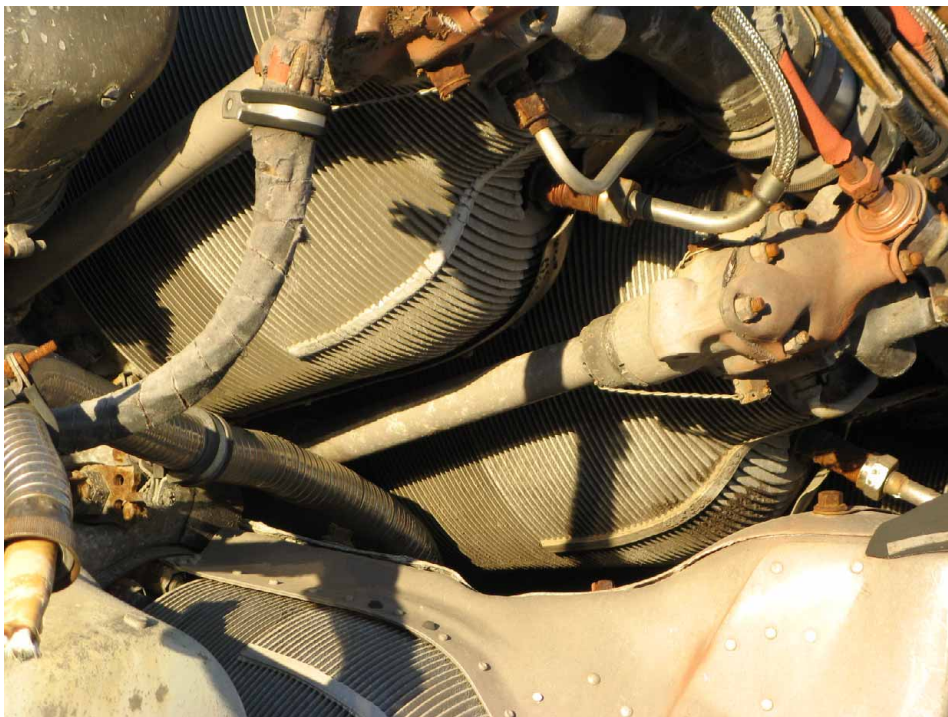
PCAM Ups its Involvement with Sonoma County Alliance

The Pacific Coast Air Museum has upgraded its membership in the Sonoma County Alliance. Any members of PCAM may now attend the monthly breakfast at the Santa Rosa Country Club as a guest of any PCAM Board member, Roger Olson or Christina Olds.

The Sonoma County Alliance represents the most exclusive gathering of the county's movers and shakers in the business, political and non-profit worlds. At least 200 people attend the breakfast on the first Wednesdays of each month and each meeting features a speaker from important Sonoma County organizations.

The Alliance offers not only the opportunity to meet and mingle with important business and community leaders but also to be educated and updated on the latest issues affecting the county. Visit their website at www.sonomacountyalliance.com.

If you are interested in attending as a guest (\$20 to SCA for breakfast), please contact Christina Olds at (707)575-7900. ✪





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OPERATIONS

Bus Tour to Nike Missile Site and USS Hornet

It's a Go: Saturday, June 1

The planning is falling into place for our bus tour to the Nike Missile Site and the USS Hornet on Saturday, June 1. Here is the planned schedule:

- 0815 Airport Express Bus arrives PCAM
- 0815 Box lunches delivered
- 0845 Bus loaded and departs
- 1000 Nike Missile Site
- 1130 Lunch on picnic grounds
- 1230 Bus loaded and departs to USS Hornet
- 1330 Bus arrives, USS Hornet
- 1600 Bus loaded and departs
- 1730 Bus arrives, PCAM

Reserve a space for \$50.00, which includes transportation, all admissions and a box lunch or a salad.



When you sign up you will see a menu, which includes a sandwich with a choice of five meats or vegetarian, five choices of bread, four side salads, four desserts and four choices of beverage. OR you can choose from five different specialty salads, six choices of dressing, four desserts and four beverages. All of this is provided by Sam's For Play Café & Catering which has done wonderful catering for PCAM for several years.

Be sure to check the weather because it could be foggy at the Nike site. We hope not because the view is spectacular. Talk to Duane Coppock or Christina Olds to reserve and pay for a seat now.

Duane Coppock: 707-546-4388
Christina Olds: 707-575-7900 ★

Help Wanted: Touch History through the Oral History Program

By Barbara Beedon

Do you love to hear the stories of veterans who've served our country in peace and war? Do you have a nice digital video camera that spends too much time in the closet?

Always wanted to try out your interviewing skills? Then we could use your help!



The PCAM Oral History Program captures on video the unique stories of aviators and U.S. Military veterans before these heroes and their personal remembrances are lost forever. This program is growing, and we need to add to our list of volunteers. You can help us!

We need to fill a variety of roles so we can reach the increasing number of aging veterans with stories to tell. We also continue to look for veterans and non-vet aviators who have not yet been interviewed. We are also interested in early stories of our air museum... Help us fill in the blanks of how the museum started, how the aircraft were obtained, and who were the influential founders whose stories we may have missed.

If you're interested or need more information, please contact either Barbara Beedon (bbeedon@sonic.net) or Charley Taylor (c.j.taylor@earthlink.net). ★

New Members Since the Last Newsletter

Audrey Hargens – Santa Rosa
Carolyn & Gary Cantrall – Windsor
Antonia Pope Family – Cloverdale
Kiergan Pegg Family – Santa Rosa
Brandon Long Family – San Francisco
Steve Kroll & Bernadette Humphrey – San Fran.
Tim Fuelle Family – Novato



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.
10:00am—4:00pm.

“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 pm 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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Oral History Program
Barbara Beedon 707-695-3683

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Volunteer Coordinator:
Air Show
Position Vacant

Newsletter Editor
Peter Loughlin 707-704-6498

Web Administrator
Allan Morgan 707-575-7520



STRAIGHT SCOOP

April 2013

*Climb Aboard
"Top Gun" Weekend
F-14 Tomcat, F-5 Tiger
F-16 Viper
April 20 & 21*

REMEMBER THESE DATES

Wednesday, April 10	8:30 a.m.	Board of Directors Meeting at the Museum
Wednesday, April 17	7:00 p.m.	Membership Meeting
Thursday, May 2	11:30 a.m.	Hot Dog Thursday
Saturday May 18	10:00 a.m.	PCAM float in Santa Rosa Rose Parade
Saturday May 18	6:00 p.m.	Movie Night at the Museum: "Memphis Belle"
Saturday June 1	8:45 a.m.	Bus trip to Nike Missile Site & USS Hornet
Thursday June 6	11:30 a.m.	Hot Dog Thursday
Saturday June 22	5:30 p.m.	"Moon in June" Dance and BBQ at the museum
Saturday July 20	5:00 p.m.	Annual PCAM Pig Feed BBQ
Sat & Sun August 17-18	9:00 a.m.	Wings Over Wine Country Air Show

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