



## Donated Beechcraft Musketeer to be Core of New Pacific Coast Air Museum Flight Academy

By Lynn Hunt

It gives me great pleasure to announce the formation of the Pacific Coast Air Museum Flight Academy. This will be an educational program designed to dovetail with other aviation training available at the Museum and through our friends and partners in related businesses at the airport.

The Flight Academy kind of began as the solution to a problem we didn't know we had. Let me explain.

Recently, Tom McGinley was debating what to do with his Beechcraft Musketeer. It was coming up on an engine overhaul but the airplane was running beautifully. After some investigation and an appropriate amount of deliberation he decided to donate it to PCAM.



Tom McGinley's donated Musketeer is the first aircraft in PCAM's Flight Academy. Other aircraft are expected to join the stable, potentially including the Cessna 170B donated by Marcia Dunn in 2013.

That's when our problem, if you can call it that, began. What were we to do with this fabulous little airplane? Though in great condition and a wonderful flyer, it isn't exactly historic and we *are* a museum after all... And what about that spectacular Cessna 170B donated by Marcia Dunn last fall? And what about that Piper Cherokee someone said may be available? Holy moley, what are we going to do with all these planes?

The Beechcraft Musketeer is a very sturdy, stable, tricycle gear, four place aircraft. It would lend itself nicely to a training role, especially advanced training for commercial and instrument ratings. Could we, perchance, start up a Pacific Coast Air Museum Flight Academy? The Cessna could be used for tail-dragger training. And the Cherokee and others might lend themselves to airframe and powerplant lessons.

I was inspired by my attendance at the 2013 graduation ceremony for the SRJC Police Academy. The SRJC law enforcement curriculum can be pursued one class at a time or full-time at the Academy. Expectations are higher at the Academy, students are exposed to a staff of experienced law enforcement veterans and the officers who graduate are very much in demand by *Continued on next page*

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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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a variety of agencies. In this class the lowest academic score was 88%. The class average was in the mid-90s. The overall level of achievement was very impressive.

Well, then why couldn't there be a PCAM Flight Academy? Students would apply and we would accept the most promising. The Academy would require that high academic standards be maintained. Goals would need to be established and pursued with demonstrated results. Applicants would donate time working with the museum and find ways to support their community. In return, Academy admission would be made available to them at a significantly reduced rate.

What might appear as competition to our local flight school is actually seen very positively by Rob Clark, owner of North Coast Air. He is happy about anything that promotes aviation in any form, particularly if it gives a leg up to folks who might ordinarily not be able to afford it. A lot of older pilots and other aviation professionals will be retiring in the next decade, and this program will help train up those who will replace them. Rob has offered the use of his operations and maintenance scheduling system, seats in his ground school, and the participation of qualified instructors. Josh and Julia Hochberg from Sonoma Jet Center are so excited about the concept that they have offered labor-free maintenance and fuel at cost. To them, the Flight Academy is a way of increasing the total pool of pilots and contributing to a thriving local flight industry.

The Flight Academy will be managed by PCAM's Education Department and the aircraft's needs and engine overhaul will be administered by the Flight Wing. The Beechcraft will also be available for museum rides and other functions. We do not yet know just what kind of training the Flight Academy might offer and we are busy trying to work out a variety of details. But I felt it was time to get the word out and encourage all to welcome the Academy and this magnificent airplane into our midst.

I and all at PCAM extend our deepest thanks to Tom McGinley for this very generous donation that will enable us to launch a promising new phase at PCAM. ✪

## President's Message

2014 sees PCAM celebrating our 25<sup>th</sup> year. Our thoughts were to make it a year-long celebration with a theme of looking back and flying forward. It was suggested that I am a key candidate for contributing to the "looking back" aspect, having been around back in those early days.

I had an opportunity to pass by the control tower one Saturday not long ago on my way over to the restaurant. I paused for a moment to look through the glass into the tiny room at the base of the tower, the first meeting place and really the birthplace of our museum. Of course the first thing to strike me was the tiny size of the room. Our first meetings were attended by only a handful of people, usually 12 to 15. None of us had any clue what we were doing and we just kind of stumbled along, a stark contrast to our current meetings and the almost mechanical motion by which we progress. I was thinking about those early times and what characteristics were present then that helped us succeed. We have all been present during meetings where volunteers were sought for a variety of jobs and nobody wanted to volunteer. Well just the opposite happened with great regularity at these early meetings. When something needed to be done several hands would shoot into the air. Arguments might even ensue over who would be privileged to perform the task. Eager volunteers were in plentiful supply in those early

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The PCAM building in the early days, under refurbishment and while we were still meeting in the STS control tower. Where are the planes? The fences? The CAP building? All were yet to come.

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days, a phenomenon still rampant today and the primary reason why we have achieved the success we have.



Installing lights in what is now the Gift Shop.

If you would like to share with me this vivid contrast in the growth of our museum, drop by the control tower some day and peer through the door on the south side of the building. Or, better yet, wander through our current gift shop and know that we moved our meetings there to accommodate many more people. And now we've grown so big we have to meet off-site, something made easy by our generous neighbors and supporters at Mesa Beverage. There's a certain charm to small shoestring organizations, but the real fun begins when you have enough people and space to let your dreams take wing. For PCAM, you only need to look at the Flight Wing and our newly constituted Flight Academy to see what I mean.

— Lynn Hunt



Left: Roger Sharin speaking at a monthly meeting back in the early 1990s, in what is now the gift shop.

## Maintenance and Restoration Update

Ron Stout reports that progress continues on planes and other equipment throughout the Museum. Here are a few items he particularly wanted to highlight:

- **F-8U Crusader:** Jim Mattison and Tony Bassignani have been working on replacing a corroded wing panel and are looking at how to repair the fuselage.
- **AGE (Aircraft Ground Equipment):** John Flechko has been working on rebuilding the lift cylinders for our air stairs. These are they hydraulic mechanisms that enable us to change the height of the portable stairways for easy access to the aircraft. So far, four have been rebuilt. Ron reports that they have figured out how to use a \$25.00 hydraulic seal on one type that would ordinarily cost \$160.
- **T-37 Tweet:** Jim and Tony have also been working on finishing the paint and decals for the Tweet, which we reported on in last month's newsletter.
- **Santa Fly-in and EA6-B arrival:** A cast of many people constructed temporary viewing areas for both of these events. This involved moving many sections of our sectional perimeter fencing to the arrival area at the back of our field near the Butler Hangar, and then moving it all back the same day.
- **Sidewinder missiles:** We continue to look for Sidewinder missiles for our planes, But if we can't find any, Joe Cholewa and Bruce Carpenter are trying to work out a way to fabricate some accurate mockups.



A Navy crewman preps an AIM-9 Sidewinder on an F/A-18. PCAM is currently searching for inert Sidewinders for its aircraft.

## Log Your Volunteer Hours and Earn \$25.00 per Hour for Your Museum

By Duane Coppock

Like virtually all museums and non-profits, the Pacific Coast Air Museum relies on monetary grants from foundations, individual donors, and other resources. These folks want to know that our members are committed before they contribute, and they measure that commitment by the number of hours volunteered by people like you. They know their contribution will be worthwhile if the recipient organization can show that their people are active and will do something with it.

Some of these groups, especially foundations, have formulas (or rules of thumb) to convert hours to a dollar figure. That figure is typically \$25.00 per hour.

So every hour you work on behalf of PCAM could be worth \$25.00 in grant money to the Museum.

### Need we say it? Log your Volunteer Hours!

Even a few hours can make a difference. One four hour shift is worth \$100, which will buy a gallon of high quality aircraft paint. Our all-time leader in volunteer time has 13,469 hours to date. To the Museum that's worth \$336,725!

We know many of you have been remiss in not staying current, particularly those working the Air Show.

But it's easy to log your hours. A hard copy logbook can be found in the Museum crew lounge and the new shop for those of you working on your airplanes.

A Volunteer Badge is available to anyone who donates any of his or her time. Volunteer Hour Pins are awarded for 100, 300, 500 and increments of 1,000 hours to 5,000 hours. We award these pins every year at the December Member Meeting and Holiday Party.

To all of you on this list, PCAM appreciates your hard work and salutes you for the contributions you make, both direct (with hands-on work for the Museum) and indirect (for helping us get additional grant money.) ✨

## Welcome New PCAM Board Member Larry Carrillo

On Wednesday, January 8, the Pacific Coast Air Museum Board of Directors elected Lawrence Carrillo to a three-year term as a member of the board.



Larry grew up in Sonoma County. He is an aircraft owner and an instrument-rated pilot. Larry brings a wealth of experience in business management and is well known in the Sonoma County business community. Larry is an active member in the PCAM Flying Wing and part owner of the J-3 Cub project.

Larry is also a member of the Sonoma County Aviation Commission. Please join me in welcoming Larry to his new post and don't hesitate to share with him your insights and wisdom regarding the museum. ✨

### Air Show Flashback

Legendary air racer Dreadnought made an appearance, and you could get right up to her during the Open Ramp session. Here, one of the Sanders Aeronautics team (center) briefs two curious visitors about Dreadnought's 28-cylinder engine.



## PCAM C-118 Used in Local Theater Promotion

February 21 through March 9, the Sixth Street Playhouse in Santa Rosa will present **Boeing Boeing**, a farce about a Frenchman who romances three stewardesses from different airlines back in the 1960s. But newer, faster Boeing aircraft come on the scene, changing the dynamics of air travel and throwing his scheme into chaos.

In January, PCAM hosted a photo shoot that generated publicity stills for the play. With cooperation from airport authorities, we escorted a local photographer and the leading ladies out to our C-118 Liftmaster. The photo shown here is one of the results.

And yes, for you purists out there we know the C-118 is a Douglas aircraft, not a Boeing. We would counter by saying that the play centers around stewardesses who fly on older airliners and only later switch to Boeings. Our C-118 was a development of the commercial DC-6, which was used widely throughout the '60s in Europe and elsewhere. So it is perfectly reasonable to use a Douglas prop job as a backdrop! Besides: it's the period atmosphere that counts, and PCAM is very pleased to support another local institution by providing the prop they need. To be clear, no PCAM planes will be seen in the production. For tickets visit <http://www.6thstreetplayhouse.com> ✪



A Navy crew installs a LAU-118 HARM Missile Rail on an EA-6B Prowler. Two such rails are slated for PCAM. See story at right.

## Acquisitions Report

Any time now, we are expecting the delivery of more parts and inert ordnance for our various aircraft. At the time of writing this, they are signed for and therefore officially belong to PCAM. All we have to do is go pick them up. The following are a few of the things that are in the works:

- Two LAU-118 HARM Missile Rails for the EA-6B Prowler (just the rails, not the missiles)
- More inert MK-82 bombs with fuses, booster adapters, and fins
- One inert cluster bomb
- One inert cluster bomb cutaway
- One inert MK-77 fire bomb
- Two Fairchild KA-1 cameras that were used in the RF-4 Phantom, RF-101A/C, and RB-57E

Watch for a more complete report and photos once we actually receive these items. Our thanks to Director of Aircraft Acquisitions Mark Fajardin and his team for his continuing efforts to round out our roster! ✪

## In Case You Missed It: January 15 Guest Speaker — Author Bill Yenne

### Hap Arnold: The General who Invented the U.S. Air Force

“There were perhaps 10,000 airplanes in the skies over Normandy on June 6, 1944. About a half dozen or so of those planes were German. From that date forward, no American soldier has ever gone into combat beneath skies controlled by an air force other than the one Hap Arnold invented. That is perhaps his greatest legacy.”

This was how author Bill Yenne summed up the impact of one of America’s greatest aviators and greatest generals, Henry Harley “Hap” Arnold. Bill was our guest speaker at our January 15, 2014 membership meeting, and was accompanied by Robert Arnold, Hap Arnold’s grandson.

Bill recently published his biography of Arnold, **Hap Arnold: The General who Invented the U.S. Air Force**. This extremely readable and well-researched book served as the foundation of Bill’s talk.

### The Making of an Air Force Leader and Children’s Book Author

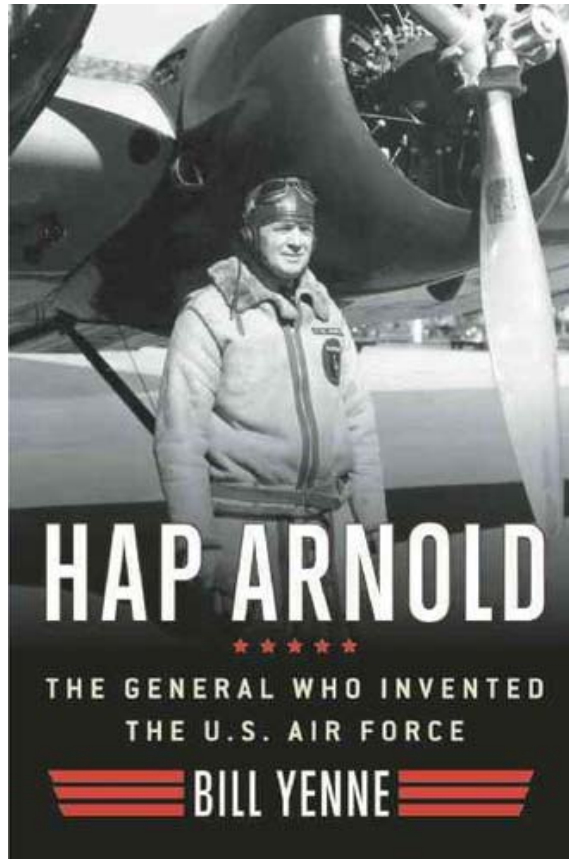
Hap was born in 1886. Just after he turned 17 he joined the Army and entered West Point. Back then, the cavalry got all the glory, so he aimed for that. However, less-than-stellar academic standing meant that he ended up in the infantry when he graduated in 1907. His first assignment was in the Philippines, where he met and befriended another lieutenant, future Chief of Staff George C. Marshall. After being re-assigned to the U.S.

he ended up at a post on Governors Island, New York. The place held little to interest Hap, but something happened there that changed his life and arguably the history of the world: he saw one of the first air shows.

The 1910 air show on Governors Island featured a “who’s who” of pioneer aviation, including Wilbur Wright, Louis Bleriot, and Glenn Curtiss. Hap, always scientifically minded and forward-thinking, saw remarkable potential in the airplane as a military tool. He applied for and obtained one of the thirty or so slots for aviators in the army’s aviation section.

Back then, the aircraft manufacturers provided flight training to the Army. Thus it was that in the spring of 1911, Hap Arnold learned to fly in a Wright aircraft with Orville and Wilbur Wright as his instructors.

Several years later, Hap wrote a series of six semi-autobiographical children’s books for his sons. The books were based on his early flying experience. One in particular, **Bill Bruce and the Pioneer Aviators**, drew much from the 1910 air show and his experiences flying with the Wrights.



The cover of Bill’s book, showing Hap as a Colonel with a Martin B-10. Hap was instrumental in the Air Corps’ swift transition in the early 1930s from obsolete biplane bombers to sleek and fast monoplanes like the B-10.

### The Great War

American military aviation was very slow to advance in its early years. Unlike European nations, there was no local war to spur innovation, advances in performance, and mass training of pilots. Even after the vast expansion of aerial combat during the Great War, established U.S. military minds were resistant and often downright hostile to this radical new technology. They said that the country would be defended by dreadnoughts and infan-

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try soldiers. Hap chafed at this, as did a number of other military fliers.

When America finally joined the fray in 1917, the U.S. Army Air Service was woefully under-equipped and unprepared. The Air Service was an afterthought, and was subordinate to the infantry and artillery. Among those at the highest ranks, there was no vision of the Air Service providing anything but reconnaissance or minor support for ground battles. During the war, America contributed large numbers of pilots but virtually no aircraft.

Hap, temporarily promoted to Major and then to Colonel, found himself the highest ranking pilot at Air Service H.Q. and was the de-facto leader of air power on U.S. soil. He did his best to organize the training and equipping of pilots, but resistance from entrenched senior officers dogged him everywhere.

Eventually he took on a project to deploy an unusual aircraft called the Kettering Bug, which was in truth an early cruise missile. This small unmanned airplane was powered by a four-cylinder engine and was constructed of wood and cardboard. It was guided by a gyroscope, pneumatic system, electrical system, and barometric altimeter. It was launched off a jettisonable wheeled dolly and carried a warhead as its payload. Hap finally made it to France with his Bugs in the fall of 1918, and was just about to begin operational testing when the war ended. The Kettering Bug was soon forgotten, though its ideas lived on in the German V-1 and other early internally-guided missiles. One could even argue that Hap Arnold headed up one of the earliest *drone* projects.

## The Air Power Controversy

You're probably familiar with the B-25 Mitchell bomber, most famous for the 1942 "Doolittle" raid on Tokyo. That's the only American bomber named after an actual person. It's hard to believe that its namesake, General William "Billy" Mitchell was court-martialed and drummed out of the service for his advocacy – albeit bordering on insubordination -- of air power, but

he was.

Unlike Hap, Mitchell had actually flown combat missions in Europe during the Great War. He came back to the U.S. preaching that a single Air Force should unite and control all Army air power and be capable of executing



Henry Harley "Hap" Arnold,  
General of the Army

strategic missions. He was too vociferous, and inter-service jealousies and official resistance mounted. In 1921 he proved the potency of aircraft for national defense by sinking the captured German battleship *Ostfriesland* and two other vessels with bombs dropped from Keystone bombers. Nonetheless, top brass dismissed aircraft as too expensive and too quickly obsolete. Eventually, General Mitchell got too loud in his recriminations and was court-martialed for insubordination. He was reduced in rank and chose to retire from the service.

Hap (now a captain again reverting from his wartime temporary rank as Colonel) had worked closely with Mitchell and was one of his followers, promoting the vision of a united Air Force with a strategic mission. This tarnished Hap's reputation, despite his more subdued language, stellar record, and undoubted ability.

## The Air Force that Hap Built

The U.S. Army Air Service attained full "Corps" status in 1926, but it was still largely dismissed as an expensive oddity. It took the rise of German and Japanese air power, the German annexation of Czechoslovakia at the Munich Conference in 1938, and other pressures

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to finally turn military opinion in favor of Mitchell's vision. Seeing the inevitability of a two-front war, President Franklin D. Roosevelt came down on the side of a strong air arm. By chance, Hap Arnold (now a General) was made Chief of the Air Corps the same week as the Munich Conference.

Bill said that at this time the Air Corps "was a fifth-rate step-child in the land army, with 1,700 airplanes, all of them obsolete." The Luftwaffe had over 10,000 aircraft and that soon doubled. Then came the 1939 Blitzkrieg, which proved that an army could be invincible if it moved under the umbrella of air superiority. The Battle of Britain a year later showed that well-directed airpower was absolutely indispensable to national defense, as Germany was unable to invade Britain after RAF Hurricanes and Spitfires fought off Luftwaffe He 111s and Bf-109s.

During all this, General Arnold oversaw the buildup of American airpower, guiding into existence such icons as the B-17, B-24, and of course the B-25 Mitchell, in the years immediately preceding World War II. More importantly, he was the organizational genius that shaped the Air Corps' command structure that enabled its eventual rapid growth. He continually advocated for increased funding and technical development, taking lessons from the victories and failures overseas.

In June 1941, the United States Army Air Forces were brought into being with Hap at its head, bringing a vast degree of autonomy to land-based airpower. Thus, Hap Arnold became the leader of American air power during both world wars. The Navy reasonably enough

would continue to control its own air arm.

By the end of World War II, Hap's Air Forces comprised 2.4 million personnel and approximately 80,000 planes, from Piper Cubs to nuclear-armed B-29s to America's first jet fighters. In 1947 those Air Forces

were split off into a separate military branch all their own, with the same status as the venerable Army and Navy: the United States Air Force.

It was Hap Arnold's incredible capacity for forward thinking, organization, cooperation, and technical capability that made it possible. It was his drive and vision that

grew a stunted, under-funded service into the most powerful military arm the world had ever seen, in the course of just seven years.

## Other Accomplishments and Memories

Bill Yenne and Robert Arnold shared a number of anecdotes about General Arnold, among them:

- Hap Arnold conceived and directed the creation of the Air Transport Command. This started out as the Air Corps Ferrying Command that flew U.S. planes to Britain to support their war against Germany. Within a very short time it began shipping personnel, supplies and equipment in all directions, becoming the largest intercontinental airline in the world. Before the war, Pan Am had pioneered routes across the Atlantic and Pacific, but the ATC became a truly globe-circling airline. As Bill said, "They didn't just fly planes to every continent, they had regularly scheduled service multiple times daily across the North Atlantic, South Atlantic, Pacific, South Asia, and North Africa. There were USAAF aircraft operating



Left to right: Kathy Arnold, Christina Olds, Robert Arnold, Bill Yenne



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- on a regular schedule on every continent except Antarctica.” The first commander of the Ferrying Command was Brigadier General Robert Olds, grandfather of PCAM Director of Museum Operations Christina Olds.
- Hap Arnold’s and Robert Olds’ sons, Bruce Arnold (father of Robert Arnold) and Robin Olds (father of Christina Olds), were classmates at West Point. General Hap Arnold pinned Robin Olds’ wings on him when he graduated. Robert Arnold and Christina Olds have been friends for many years. We can thank this longstanding family connection for this presentation by Mr. Yenne and Mr. Arnold.
  - And speaking of Pan Am, Hap was one of its founding executives. In 1927, he and two other Air Corps officers founded the airline as a means of challenging a German airline’s attempt to monopolize air traffic to the Panama Canal Zone, which Hap and his colleagues saw as a strategic threat to the U.S.
  - Hap once grounded Jimmy Doolittle. Doolittle had flown in France in the Great War, and was an exceptional aviator. One day Doolittle accepted a bet that he wouldn’t fly around the pattern sitting on the landing gear crossbar of another pilot’s plane. Hap regretfully grounded him. Doolittle would eventually become one of America’s greatest heroes.
  - Hap convinced the War Department to give him 100% of all the color movie film produced in the U.S. during World War II so his Air Forces could document every mission. Hundreds of miles of such film were shot, but these days we see only the same dozen or so clips, over and over. This is because no one knows what happened to all that exposed film. So if you’re pawing through stuff in an old warehouse sometime, be on the lookout...
  - Hap and his longtime friend Army Chief of Staff George C. Marshall lived in houses with adjoining yards, and they used to watch this strike footage together on Hap’s back porch.

- In the early 1920s Hap was commander of San Francisco’s Crissy Field. He often flew up and down the coast in what was then a hot little plywood airplane. One day on his way to March field, the controls suddenly became very stiff but the plane kept flying normally. Upon landing and beginning to taxi, the fuselage cracked apart under his feet. The only thing holding the plane together was the control wires. They sure don’t build them like they used to.
- Robert Arnold was on the Site & Design Committee for building the Air Force Memorial in Washington D.C. Due to political pressure, the Air Force gave up its prime site on one side of Arlington National Cemetery and accepted a secondary site on the other side. One day when visiting his grandfather’s grave, Robert noticed that the new Memorial was easily seen from Hap’s grave. His only thought was, “How in the hell did you manage to move the whole memorial from one end of the cemetery to the other, so you could look at it every day?”

We’d like to thank Bill Yenne and Robert Arnold for taking the time to tell the fascinating story of this pivotal figure in American aviation. Bill’s book **Hap Arnold: The General who Invented the U.S. Air Force** is available in the PCAM gift shop.

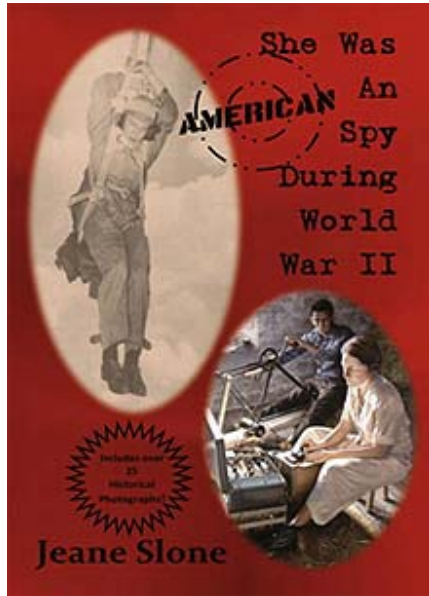
### About Author Bill Yenne

Bill is the author of numerous books on military and aviation history, including **Superfortress: The Boeing B-29 and American Airpower in World War II** with General Curtis LeMay. His recent dual biography of Dick Bong and Tommy McGuire, **Aces High: The Heroic Saga of the Two Top-Scoring American Aces of World War II**, was described by pilot and bestselling author Dan Roam as "the greatest flying story of all time." Air Force Magazine wrote that his history of the Strategic Air Command "deserves a place on any airman's bookshelf." The Wall Street Journal notes that he writes with "cinematic vividness." Yenne is a member of the American Aviation Historical Society. To learn more, visit [www.BillYenne.com](http://www.BillYenne.com). 🌟

## February 19 Guest Speaker:

### Author Jeane Slone and American Women as Spies in World War II

Join us on February 19, 2014, at 7:00 p.m. to hear local author Jeane Slone as she discusses her historical novel *She Was an American Spy During World War II*.



In this story, Kathleen Dwyer answers a classified ad for a secretarial position. Little does she know but she is soon to enter the world of

wartime espionage and spy training. The story is about how young women were recruited to become spies, what basic training and finishing school was like and the real missions they were sent on. There were very few American women spies during WW II, so these were true elites. You'll follow Kathleen as she learns about gliders, Lysander STOL aircraft, guns, parachuting, and other aspects of 1940s spycraft.

Jeane is the author of three books about American women in World War II. Her historical fiction reminds us that women were the hidden backbone that made the Allies successful and who were World War II's real unrecognized, unsung heroes. Jeane is deeply involved in the Sonoma County writers community, and her book *She Flew Bombers* won the national 2012 Indie Book Award. Jeane enjoys researching pieces of the forgotten past, especially those involving amazing, powerful female heroines of the forties. Her hands-on experience to complete *She Was an American Spy During WW II* included sky diving, shooting a World War II era M1911 .45 caliber pistol, use of a 1948 clandestine RS-1 HF transceiver, and personal tours of spy displays at the Military Intelligence Museum in Bedford, England and the Musée de L'Armée in Paris, France. ✨

## Aviation Explorer Post 707 Welcomes All at Meeting on February 21

The Aviation Explorers exposes youth to careers in aviation, general business practices and future leadership positions. It's a great way for students to get involved with aviation. Aviation Explorer Post 707 is chartered with the Boy Scouts of America and is sponsored by PCAM. This group is organized for and led by the youth members, with the adult advisors guiding them in their quest.

The next meeting of the Aviation Explorers will be on February 21, 6:00 p.m. in the PCAM conference room. They will be explaining what and who the Explorers are and how they help our community youth members learn about aviation careers and general business practices. They will have registration materials on hand — annual dues are just \$24.00 per person.

Please contact Allan Olson for more information: [daolsondesigndavid@sbcglobal.net](mailto:daolsondesigndavid@sbcglobal.net), 707-996-6617 ✨

### Gift Shop February News

Show your support for the Flight Wing! The new Flight Wing patches feature our T-28 and are now available in the Gift Shop. Just \$10.00. ✨



## A Military Aviator Tribute

**Editor's Note:** *We received this missive via email several days before this issue of the Straight Scoop went to press. We've decided to publish it, despite the risk of tarnishing (or enhancing?) the reputations of any in our midst who might bear a resemblance to those depicted in it. Because we are certain (no really, we're certain!) that none of our membership ever engaged in the dubious shenanigans described, we present this purely as a historical study of the odd social dynamics that can occur among people who habitually strap on several tons of aluminum and explosives and fly it on the deck into a combat zone. Or into any zone for that matter. We would also like to be clear that if anyone — newly minted pilots or otherwise — attempts to rekindle the spirit of the festivities depicted herein at the next Museum barbeque, we will have our cameras ready and publish the pictures in the next issue.*

*'Nuff with the disclaimer. Here it is, exactly as we received it.*



As we get older and we experience the loss of old friends, we begin to realize that maybe we bullet proof Fighter Pilots won't live forever, not so bullet proof anymore. We ponder...if I was gone tomorrow did I say what I wanted to my Brothers. The answer was no! Hence, the following few random thoughts.

When people ask me if I miss flying, I always say something like – “ Yes! I miss the flying because when you are flying, you are totally focused on the task at hand. It's like nothing else you will ever do (almost). But then I always say “However, I miss the Squadron and the guys even more than I miss the flying. ”Why you might ask?” They were a bunch of aggressive, wise ass, cocky, insulting, sarcastic bastards in smelly flight suits who thought a funny thing to do was to fart and see if they could clear a room. They drank too much, they chased women, they flew when they shouldn't, they laughed too loud and thought they owned the sky, the Bar, and generally thought they could do everything better then the next guy. Nothing was funnier than trying to screw with a buddy and see how pissed off they would get. They flew planes and helos that leaked, that smoked, that broke, that couldn't turn, that burned fuel too fast, that never had auto pilots or

radars, and with systems that were archaic next to today's new generation aircraft. All true!

But a little closer look might show that every guy in the room was sneaky smart and damn competent and brutally handsome! They hated to lose or fail to accomplish the mission and seldom did. They were the laziest guys on the planet until challenged and then they would do anything to win. They would fly with wing tips overlapped at night through the worst weather with only a little red light to hold on to, knowing that their Flight Lead would get them on the ground safely. They would fight in the air knowing the greatest risk and fear was that another fighter would arrive at the same six o'clock at the same time they did. They would fly in harms way and act nonchalant as if to challenge the grim reaper.

When we went to another base we were the best Squadron on the base as soon as we landed. Often we were not welcomed back. When we went into a Bar we owned the Bar (even if it was a No Name Bar). We wore our commanders name tag... all of us. We were lucky to have the Best of the Best in the military. We knew it and so did others. We found jobs, lost jobs, got married, got divorced, moved, went broke, got rich, broke something and the only thing you could really count on was if you really needed help, a fellow Pilot would have your back.

I miss the call signs, nick names, and the stories behind them. I miss the getting lit up in a bar full of my buddies and watching the incredible, unbelievable things that were happening. I miss the Kangaroo Courts and the victims poor aim when trying to hit a Judge. I miss the Roach eating contests and the ALMAR Fart Offs. I miss the Mess Nights where an Aviator would cut the candles in a candelabra in half with his dull sword and where Generals introductions were routinely screwed up. I miss the Crew Chiefs saluting as you taxied out the flight line. I miss the lighting of the Afterburners, if you had them, especially at night. I miss the going straight up and straight down. I miss the cross countries. I miss the dice games at the bar for drinks. I miss listening to bull shit stories while drinking and laughing till my eyes watered.

I miss three man lifts. I miss the dreadful Choir. I miss Yuma nacho

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eating contests along with hotly fought Buffarillo contests. I miss naps in the Squadron with a room full of pilots working up new tricks to torment the sleeper. I miss flying upside down in the Grand Canyon and hearing about flying so low boats were blown over. I miss coming into the break Hot and looking over and seeing three wingmen tucked in tight ready to make the troops on the ground proud. I miss belches that could be heard in neighboring states. I miss putting on ad hoc Air Shows that might be over someone's home or farm in far away towns.

Finally I miss hearing DEAD BUG being called out at the bar and seeing and hearing a room of men hit the deck with drinks spilling and chairs being knocked over as they rolled in the beer and kicked their legs in the air, followed closely by a Not Politically Correct Tap Dancing and Singing spectacle that couldn't help but make you grin and order another round!

I am a lucky guy and have lived a great life! One thing I know is that I was part of a special, really talented bunch of guys doing something dangerous and doing it better than most. Flying the most beautiful, ugly, noisy, solid aircraft ever built. Supported by ground troops committed to making sure we came home again! Being prepared to fly and fight and die for America. Having a clear mission. Having fun.

We box out the bad memories from various operations most of the time but never the hallowed memories of our fallen comrades. We are often amazed at how good war stories never let the truth interfere and they get better with age. We are lucky bastards to be able to walk into a Squadron or a Bar and have men we respect and love shout out our names, our call signs, and know that this is truly where we belong. We are Fighter Pilots. We are Few and we are Proud.

I am Privileged and Proud to call you Brothers.

Push It Up! & Check SIX!



## Mark your calendars! Saturday, May 17<sup>th</sup>


### Join us for an evening with Astronaut Story Musgrave

NASA's most experienced astronaut, Story Musgrave, will be presenting an inspiring multimedia lecture about his amazing experiences in space and his vision for creating a successful life. Pacific Coast Air Museum is honored to make this remarkable evening open to the public and to students of all ages. Story's visionary speeches have captivated audiences all over the world and his expertise and passion for science, technology, innovation, creativity and leadership is sure to inspire the student within us all.



Story joined the U.S. Marines as an aircraft electrician and engine mechanic, became a pilot and accumulated over 18,000 hours in over 160 aircraft. As a parachutist he has 800 freefalls. Story now has seven graduate degrees in math, computers, chemistry, medicine, physiology, literature and psychology, and 20 honorary doctorates. As a NASA astronaut for over 30 years, he flew six space flights, performed the first shuttle spacewalk on Challenger's first flight, piloted an astronomy mission, conducted two classified DOD missions, was the lead spacewalker on the Hubble Telescope repair mission and on his last flight operated an electronic chip manufacturing satellite on Columbia. Story was a part-time trauma surgeon during his 30-year astronaut career. See <http://www.storymusgrave.com>.

The PCAM fundraiser event will be held 5:30 to 8:30 in the stunning Jackson Theater on the Sonoma Country Day School campus near the museum. Tickets will be \$30 for PCAM members, \$35 for non-members and \$10 for students with a valid school ID.

Stay tuned for ticket purchase information. 

## Flight Wing Update.

By Lynn Hunt



The Flight Wing shoulder patches are here and are of very high quality. Thanks to Jim Long and his team for spiriting this endeavor. I am led to believe that vinyl decals are currently in the works with tee-shirts and pins to follow close behind. (Note to self: Check into getting an

airworthy cargo plane to handle the growing volume of this stuff and move it around.) All merchandise will be sold in the gift shop to raise money for the Flight Wing and some proceeds will go directly to the museum. See "Gift Shop February News" on page 10.

The Flight Wing will undertake the overhaul of the Lycoming O-320 engine in the Musketeer so very generously donated by Tom McGinley for the new Flight Academy (see page 1). Members will do most of the work, saving on labor costs. However, when it comes to certifying the crankshaft and associated parts, we will simply need to pay to have it done right and we will have to fall back on our fund-raising efforts. We have targeted about \$5,000 for the overhaul which should cover all parts and machining services. So help put the word out that we need donations.

Mike Haiston is making progress on the Piper J-3 Cub. The new wing spars are almost ready for assembly so if you want to see how all of this happens, check in with Mike and figure out his work schedule. He could use some help.

Speaking of using some help, the Cessna 170B is looking for volunteers to help get her back in the air. Currently we have lots of sanding to do. We can teach you all of the interesting nuances to sanding in about 30 seconds so don't feel for a moment that you are not qualified. Thursday nights from 5PM to 7PM are officially Cessna nights. We have a contingent of talented Windsor High juniors coming out and really helping

out. Please come out and meet them and join in the festivities. This airplane will be a magnificent addition to the Flying Wing.

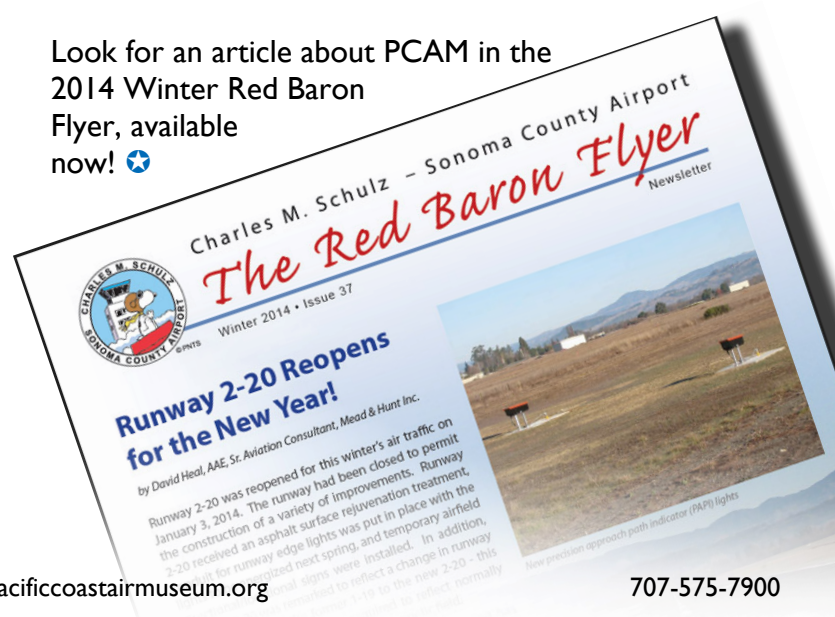
We need to begin the planning for our first FlyDay coming up in May. FlyDay will be an aviation-centered event open to the public. We have not worked out the details yet, so watch the Straight Scoop Newsletter and the PCAM website for more information as it becomes available. FlyDay will be a great opportunity to raise money for the Flight Wing and the Museum while making lots of people happy and having lots of fun. We need people to help us plan and execute this event.

I need to share with everyone the great success of the Flight Wing rollout. We have nearly 60 members in the Flight Wing now, with more joining all the time. Donations are far ahead of expectations thanks to the generosity of so many people. This funding will make possible the goals of the Flight Wing. I am collecting e-mail addresses and will distribute a monthly newsletter to the members so they can keep tabs on all that is going on. Thanks to all for your generous support. ✨

## PCAM Featured in Red Baron Flyer

If you're not familiar with the Red Baron Flyer, the newsletter of the Charles M. Schulz-Sonoma County Airport, you should be. The Red Baron Flyer provides news pertinent to the Airport with a different angle of attack from our Straight Scoop newsletter. Visit <http://www.sonomacountyairport.org/red-baron-flyer>

Look for an article about PCAM in the 2014 Winter Red Baron Flyer, available now! ✨



## Flown West

### John Parmer

PCAM Life Member and volunteer John Parmer passed away January 21, 2014. He was 93. John worked for North American Aviation during World War II, inspecting P-51 Mustangs and B-25 Mitchells. Later, he joined the Navy and served with the SeaBees on Okinawa. At PCAM one of his favorite activities was to work on the planes, putting to use his wartime experience and his mechanical talents earned over many years as an electrical contractor. He also enjoyed contact with the public, and could found serving refreshments at PCAM events. He was an honorary PCAM Life Member granted in recognition of his dedication and hard work. John and his wife Maxine lived in Santa Rosa for over fifty years. John was actively involved in the arts, and participated in many art-related organizations in the area. The Press Democrat has a [detailed obituary](#). ★



### Harold ("Cap") Barthel

Long-time museum member and devoted volunteer Cap Barthel died of cancer Jan. 10, 2014. He is survived by his wife Suzanne, his brother Edward, his son Trip, his daughter Nancy Ferro, five grandchildren, and three great grandchildren. Cap was born in Highland Park, Michigan on June 9, 1924. In 1942, after a brief training in the U.S. Air Corps (medical discharge due to asthma), Cap volunteered to drive Army trucks from the factories in Detroit to the East Coast for embarkation. Cap's career, mostly in sales, included scientific equipment for the biotech industries in Silicon Valley. He retired in 1996. The last twenty years of his life he devoted mostly to the happiness of Suzanne, his third wife. He was a good man. A kind and loving gentleman. Memorial services will be held on Feb. 8th at 2:00 p.m. Presbyterian Church of the Roses 2500 Patio Court Santa Rosa Phone contact: 415-892-6623. ★



### Memorial Scheduled for Hattie Stone, February 27

News has reached us that a memorial for Hattie Stone will take place Thursday, February 27 at 10:00 a.m. at the Santa Rosa Veterans Memorial Building (1351 Maple Ave., Santa Rosa). Hattie, "The Sweetheart of the Museum," was a devoted friend to PCAM and a generous benefactor. A detailed story of Hattie's life appeared in the January 2014 edition of the "Straight Scoop." ★



### February in Aviation History...

On February 2, 1970, Lt. Gary Foust of the USAF ejected from his F-106A after it entered an unrecoverable flat spin during practice combat maneuvers over Montana. Bizarrely, the plane immediately straightened itself out and flew away in a gradual stable descent, its engine at idle. Upon seeing this, one of the other pilots radioed Foust (now descending safely under his 'chute) "Gary, you'd better get back in it!" Foust's '106 soon landed itself on its belly in a farm field, with very little damage. It was repaired and returned to service. The so-called "Cornfield Bomber" is on display at the National Museum of the United States Air Force. PCAM has an F-106 virtually identical to Foust's. ★





## The Pacific Coast Air Museum

### Location

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

At the Charles M. Schulz-Sonoma County Airport, north of Santa Rosa. Hwy 101 north to Airport Blvd. and go west. Turn left on North Laughlin Rd, right on Becker Blvd. then right on Air Museum Way.



### Hours

Tuesday, Thursday, Saturday and Sunday.  
10:00 a.m.—4:00 p.m.

### “Climb Aboard”

A selected aircraft is available to “Climb Aboard” the third weekend of each month (weather permitting). Please visit our web site at [www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org) or call 707-575-7900 for details or more information.

### Member Meetings

Normally held on the third Wednesday of each month, 7:00 p.m. at Mesa Beverage Company, Inc. 3200 N. Laughlin Road, Santa Rosa, CA

### “Straight Scoop” Newsletter

The museum newsletter, “Straight Scoop” is published monthly and is available online on the museum’s web site. Members are encouraged to submit articles for possible publication. Deadline: the 26th of the month prior to publication. All articles in the newsletter are covered by copyright. If you wish to submit articles or use any of the content, please contact Peter Loughlin, Editor: [pcam-news@loughlinmarketing.com](mailto:pcam-news@loughlinmarketing.com), 707-575-7900.

### Membership Renewals

\$40 per year individual; \$60 per year for families. Send renewals to the museum, address below.

### Address Corrections

Please send to Pacific Coast Air Museum, One Air Museum Way, Santa Rosa, CA 95403

Visit our web site at [www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org) or call 707-575-7900 for more information.

Read the “Red Baron Flyer,” the quarterly newsletter of the Charles M. Schulz-Sonoma County Airport: <http://www.sonomacountyairport.org/red-baron-flyer>

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<b>Volunteer Coordinator</b>	David Kinzie	707-575-7900
<b>Volunteer Coordinator: Air Show</b>	David Kinzie	707-575-7900
<b>Volunteer Chair Emeritus</b>	Norma Nation	707-525-9845
<b>Newsletter Editor</b>	Peter Loughlin	707-704-6498
<b>Web Administrator</b>	Peter Loughlin	707-704-6498
<b>PCAM YouTube Video Channel</b>	<a href="http://www.youtube.com/user/PCAMvideos">http://www.youtube.com/user/PCAMvideos</a>	



## **STRAIGHT SCOOP**

### **February 2014**

*Climb Aboard  
DC-6 Cockpit  
February 15 & 16, 2014*

#### **REMEMBER THESE DATES**

Wednesday February 19	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
Friday February 21	6:00 p.m. - 7:30 p.m.	Aviation Explorers Group Meeting at PCAM Conf. Room
Thursday February 27	10:00 a.m.	Memorial for Hattie Stone at S.R. Veterans Memorial Bldg
Wednesday March 19	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
Thursday April 3	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
Wednesday April 16	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
Thursday May 1	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
Saturday May 10	Begins 8:00 a.m.	The Human Race Walk & Run Fundraiser "It's Time to Soar"
Saturday May 17	TBA	Dinner Event with Astronaut Story Musgrave

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