



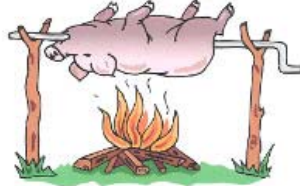
LOOKING BACK AND FLYING FORWARD

Annual Pig Barbeque and 25th Anniversary Party: June 21

By Lynn Hunt

OK PCAM members. If there was ever a time to mark your calendars now is the time. June 21! Write it down. It's an important day. Why you ask? Because... (wait for it... wait for it...)

WESTERN PIG BAR B QUE



- **Barbeque Pork!**
- **Live Music!**
- **Cake!**
- **Caesar Salad!**
- **Beverages!**
- **Chili!**
- **Cake!**
- **Bread!**
- **Airplane Rides!**
- **Setup, Serving, & Cleanup by PCAM Board of Directors!**
- **Cake!**

We will be at 23 degrees, 26 minutes! That's right, the summer solstice! Longest daylight of the year. In addition, it's a climb-aboard weekend at the museum. It's also our Pig BBQ and this year we also plan to celebrate the Museum's 25th birthday, complete with a cake!

The annual Pig BBQ is certainly reason enough to come out the museum. Your hard-working board of directors knocks their collective socks off setting up, cooking, serving and even cleaning up after a most fabulous meal of BBQ pork, Caesar Salad, chili, bread, and CAKE! This is the board's opportunity to say thanks to all the members who do so much.



June 21, 2014

5:00 p.m. - 7:00 p.m.

**Where: At PCAM.
Tickets available at PCAM Gift Shop or at the door.**

PCAM's own Stan King. Also, the members of the Flight Wing will be giving AIRPLANE RIDES free to museum members. So come on out. Listen to the music! Go for an airplane ride!

They say there'll be cake!

Enjoy a delicious dinner and enjoy your museum on this, the longest day of the year. ✪

And this year there are a couple extra special surprises. For the first time at a Pig BBQ we will have LIVE MUSIC — provided by **The Hax**, led by



Museum members can get a free airplane ride with the Flight Wing at the Barbe-

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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"

President's Message: In the Eye of the Beholder

I got my feelings hurt the other day when someone referred to our museum as “a bunch of rusting hulks”. I can understand that there are people for whom aviation, our rich aviation history, the impact of aviation on our everyday lives and the contributions made by thousands of brave men and women, both veterans and civilians doesn't mean anything. I feel sorry for them and even more grateful for the thousands of visitors who do get it and choose to visit us each year.

The aircraft that we have been able to preserve are definitely in a minority. Even if large numbers were manufactured few of these aircraft have or ever will survive. Most have already been converted into pots and pans, buried in pits or left to corrode into oblivion. PCAM and other air museums have undertaken the social responsibility to try to rescue and preserve these relics of the past so that future generations might learn about them and the role each played in our history. Each one of these aircraft has a very special story to tell, not just about how and why they were built and the role they fulfilled but their own unique path that brought them here is of interest as well.

Any learning institution that professes to teach must act to some extent as a repository of historic artifacts. They are also obligated to unearth the story that each artifact tells so as to provide a place in history and to give proper significance to those interested in learning. Fortunately for PCAM there seems to be a never-ending stream of parties interested in learning and to those, we welcome you!

To those who see us as a pile of rusting hulks, we apologize and we wish you luck in finding something of interest in our big, beautiful world.

— Lynn Hunt

Maintenance & Restoration Report

By Ron Stout

- F-8U Crusader: Work on this restoration is progressing in a slow but sure manner, despite discovering additional issues.
- A-26 Invader: work is progressing on the covering of the flight controls. We must re-drill most of the holes on the left oil tank cover as it is from another plane. We have also started to remove the tail for some corrosion work
- A-7 Corsair II: We have a new member who has done sheet metal and structural repairs during his career and he has volunteered to make our flaps and slats! We are buying material and setting up a sheet metal work area in the Butler hangar.
- F-106 Delta Dart: The solar battery charger panel has had to be relocated and rewired. A new radar display has been made for the cockpit.
- F-1N Viper: Paint prep has started for a partial repaint this summer.
- F-14A Tomcat: "Pallets" for the Sparrow missiles are being relocated forward and new mounting hardware is being made.
- HU-16 Albatross: Cleaning and repair of the stairway is a constant job.
- Airstairs: Two have been repaired in the past few weeks, but one still needs more work. 🌟



The F-105F Thunderchief on the PCAM field.

SECOND ANNUAL MUSTANG ROUND-UP *Gala Fundraiser*

Second Annual Mustang Roundup Gala Fundraiser: September 19

The Pacific Coast Air Museum's Second Annual Gala Dinner and Fundraiser will be an evening of fantastic food, great entertainment, silent and live auctions, and the camaraderie of others who believe in supporting this unique community institution.

Bring your appetite and your generous spirit, and help PCAM raise money for our planned new facility.

Attractions include a live auction, silent auction, Golden Ticket raffle drawing, gourmet dinner by Rand Derrico, tempting desserts, no-host bar, and live music by the Scott Decker Trio. Auction items include vacation packages, art, apparel, golf packages, and much more.

Tickets are \$75 each, or a table for eight for \$525. Tickets available only in advance. Visit <http://pacificcoastairmuseum.org/events/MustangRoundup/> for more information. ★

June in Aviation History...

Airplanes figure big in action movies. The James Bond film "Octopussy" was released in June 1983 and featured a BD-5J microjet in the opening sequence. The intrepid 007 did all kinds of unlikely things with it, including evading a nasty-looking surface-to-air missile and flying knife-edge through a hangar. Then with empty tanks he lands on a highway, folds the wings, and stops at a gas station for a quick fill-up. Despite the obvious impossibilities there are some good actual flight scenes. Significantly, the movie introduced this "smallest jet ever" and its breakthrough aviation technology to a wide audience. PCAM has a BD-5J like the one flown in the movie, but with different paint. ★

June 5 Hot Dog Thursday... Next one July 10

We'd like to thank sponsors Double Eagle Financial and La Tortilla Factory for hosting Hot Dog Thursday on June 5! Be at PCAM between 11:30 and 1:30.



\$5.00 (\$4.00 for members) gets you admission, a large hot dog, chips, and soda or water. Tom Chauncy's famous Firehouse Chili will be available at \$1.00 a bowl. Thank you to sponsors [Double Eagle Financial](#) and [La Tortilla Factory](#)!



Double Eagle
A WEALTH PRESERVATION SPECIALIST



Because of the Independence Day weekend, the July Hot Dog Thursday will be on **July 10**. ★

Right: The June 5 Hot Dog Thursday was very well attended, and the weather was gorgeous: warm with a light breeze. Join us for the next Hot Dog Thursday on July 10, 2014.



Busting the Top Gun Myth

PCAM F-14A Tomcat and F-5E Tiger II were NOT Movie Stars

By Peter Loughlin, Research by Mark Fajardin

For some time, the rumor has circulated around PCAM that our F-14A Tomcat and F-5E Tiger II were movie stars... that they were used in the making of the 1986 Tom Cruise blockbuster movie Top Gun.

Well... they weren't. It turns out that neither plane appeared in Top Gun, nor any other movie that we are aware of. We apologize to anyone who might have heard otherwise at PCAM or through any PCAM publications.

Disappointing as this may seem, we are actually pleased to report this. New information about historical artifacts worldwide comes to light on a regular basis, forcing the re-writing of the historical record. It is our responsibility and privilege as an organization devoted to historical accuracy and the education of the public to update our records and inform the community whenever more accurate information becomes available. These two aircraft served the United States well, and their service records need no embellishment.

Setting the Record Straight

Mark Fajardin, PCAM's Director of Aircraft Acquisitions, had heard the rumors about their role in the movie and always doubted them. Recently, he discovered that the rumor had grown (as rumors often do)

and that some people were now saying that both aircraft were supposedly signed by Tom Cruise as well. This seemed wrong to him, and he dug into the records, studied each plane's log books, and concluded that they never flew past the cinematographer's viewfinder.

They couldn't have, because they were both elsewhere during the filming of Top Gun.

The following is adapted from Mark's report on the subject.

The movie Top Gun was filmed in late 1985 at NAS Miramar in San Diego and NAS Fallon in Nevada utilizing VF-51, the "Screaming Eagles". All aircraft carrier scenes were filmed on board the USS Enterprise utilizing VF-114, the "Aardvarks", and VF-213, the "Black Lions". The interior aircraft carrier scenes were filmed inside the USS Ranger at pier side.

Historical Records of the Individual Planes

F-14A TOMCAT. 160889

- May 1979 to Oct 1980: VF-124 Fleet Readiness Squadron, NAS Miramar
- Nov 1980 TO Sept 1988: VF-24, NAS Miramar
- Oct 1988 TO Aug 1994: VF-124 Fleet Readiness Squadron, NAS Miramar
- Sept 1994: VX-4
- Oct 1994 TO Jul 1995: VX-9 Detachment to Point Mugu

Continued on next page



Left to Right: The PCAM F-14A Tomcat, F-5E Tiger II, and F-16N Viper are all possessed of movie star looks, but never made the cut. This F-5 and F-16 served with the Topgun school as aggressor planes. This F-14 never served with Topgun at all. None were in the movie "Top Gun", nor any other movie we know of. All three are all on loan from the National Naval Aviation Museum at Pensacola, Florida.

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- *CNO Message to Strike Aircraft, August 18, 1994
- 20 Oct 81 – 23 May 82: VF-24 USS Constellation, CVW-9 (NG) WESTPAC + Indian Ocean Cruise
- 15 Jul 83 – 29 Feb 84 VF-24 USS Ranger CVW-9, (NG) WESTPAC + Indian Ocean Cruise
- 24 Jul 85 – 21 Dec 85 VF-24 USS Kitty Hawk CVW-9, (NG) WESTPAC + Indian Ocean Cruise
- 03 Jan 87 – 29 Jun 87 VF-24 USS Kitty Hawk CVW-9, (NG) World Cruise
- 10 Jun 88 – 01 Aug 88 VF-24 USS Nimitz CVW-9, (NG) RIMPAC Cruise

- F-14A 160889 Special Operations: Coyote / Olympic Presence / Earnest Will

The historical record shows our F-14 Tomcat (160889) assigned to VF-24 on board the USS Kitty Hawk for a WESTPAC + Indian Ocean cruise while the movie was being made. All historical findings are from the aircraft logbook submitted by the National Naval Aviation Museum Pensacola Florida.

F-5E Tiger II, 721387

- 05 Nov 73 TO Jun 82: USAF 425TH TFTS, Williams AFB
- 07 Sep 84 TO 26 Oct 84: USAF 425TH TFTS Williams AFB
- Apr 86 TO Nov 86: USAF 425TH TFTS Williams AFB
- 30 Sep 87 TO 04 Apr 89: USAF 425TH TFTS Williams AFB
- Transferred to the United States Navy 1989
- Dec 89 TO Feb 96: VF-45
- Mar 96 TO Feb 05: VFC-13 NAS Fallon

The historical record shows our F-5E Tiger was assigned to the United States Air Force during the making of the movie Top Gun. It only began Navy service four years after filming.

The Topgun School

That said, the fact is that our F-5E was indeed used by

the Naval Fighter Weapons School or “Topgun”, later the Naval Strike Air Warfare Center or NSAWC. It was part of Fighter Squadron Composite VFC-13, the “Saints”, which is the “aggressor” squadron. The F-5 played the role of an enemy aircraft to challenge pilots in F-14s because its performance closely mirrored that of the MiG-21, a likely opponent wherever the U.S. might go into combat anywhere around the world. The F-5 still wears the aggressor colors of VFC-13.

Our F-14 was never assigned to Topgun. It came to us from Air Test & Evaluation Squadron VX-9, the “Vampires” at Point Mugu California

PCAM also received an F-16N Viper—it came from NAS Miramar (Fighter Weapons School) in 1994. Like the F-5E, the F-16N was used as an “Aggressor” aircraft. The PCAM F-16N did not star in any movies we are aware of either.

PCAM is very fortunate to have been the recipient of these planes once they had out flown their useful lives.

The F-14A Tomcat, F-5E Tiger II, and F-16N Viper aircraft at the Pacific Coast Air Museum are all on loan from the National Naval Aviation Museum at Pensacola, Florida.

Conclusion

Training workhorses yes, movie stars no. Please help us pass along the correct information to our visitors and volunteers alike.

PCAM is always on the lookout for more detailed and accurate information about any and all aircraft in its collection. If you happen to have any documented evidence of the service histories of any of our aircraft, kindly let us know.

Please note also that in the future, we intend to discontinue our “This Month in Aviation History” featurette and replace it with detailed profiles of all of our aircraft in turn. If you would like to help write up these profiles, please contact Straight Scoop Editor Peter Loughlin at pcam-news@loughlinmarketing.com. ★

PCAM Palooza - Saturday July 19

What's a "Palooza" you might ask?

Although Merriam-Webster doesn't have an official definition, Palooza usually describes a music and entertainment festival guaranteed to provide a whale of a good time.

On July 19, we will be pleased to present a first-time event in Sonoma County: a battle of three live bands on the PCAM grounds. For the unbelievably low entry fee of just \$10 per person, with



beer, wine, cider and food vendors provided, we are featuring the **Coffee Catz** string band, blues and R&B by **The Jody Counter Band**, and classic rock by **The Hax** (led by PCAM's own Stan King) playing one after the other from 4:00 p.m. to 9:00p.m. The smooth concrete of our F-15 display pad

makes the perfect dance floor (as we learned last year at the KJZY After Hours Concert) so bring your dancing shoes! Picnic baskets, blankets, chairs, low tables and your own beverages are all welcome.

Don't miss this fun opportunity to listen to some great music and dance your "palooza" off! ★



Photos on this page are from the October 2014 KJZY Jazz Party, for which we received rave reviews and many requests for a repeat performance. PCAM Palooza takes that to the next level!

making the perfect dance floor (as we learned last year at the KJZY After Hours Concert) so bring your dancing shoes! Picnic baskets, blankets, chairs, low tables and your own beverages are all welcome.



Members and Friends: Please YELP us!

Travelers, visitors and customers of all kinds are relying more and more on internet sites like Yelp.com to decide where to go to dinner or where to take the family for a fun field trip. If you are already a user of Yelp, please log on and leave a review for the Pacific Coast Air Museum. Or, if you haven't left any reviews yet, it's super easy to sign on. Just go to: <https://www.yelp.com/writeareview>, select Pacific Coast Air Museum, write a review and create an identity. Only your first name and last initial will be used! This is a great way for PCAM to stand out, attract more visitors, and boost its popularity! ★

25th Anniversary Pins Now Available

Show your support for your air museum! Donate \$25.00 during our 25th anniversary and receive as a token of appreciation an official 25th Anniversary commemorative pin.

That's a great deal at just a dollar a year, retroactive for the past quarter century!

All proceeds will go to the PCAM building fund. ★



Evening with Astronaut Story Musgrave a Huge Success

By Christina Olds

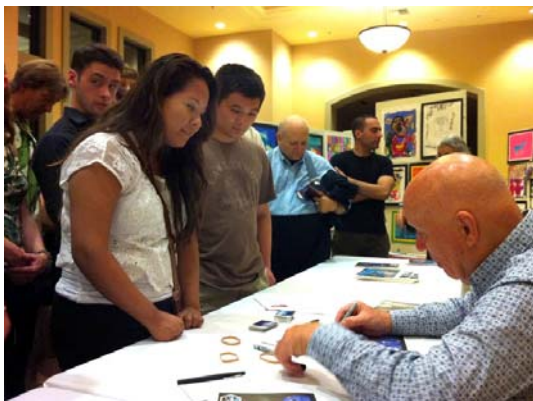
Thanks to our terrific sponsors All-Coast Forest Products, Sonoma Jet Center, the Space Station Museum in Novato, and the Sonoma County Office of Education, Pacific Coast Air Museum was pleased to present "An Evening with NASA Astronaut Story Musgrave" on May 17 in the beautiful Jackson Theater on the Sonoma Country Day School campus. Over 400 people were in the audience as Story captivated everyone for 90 minutes with a multi-media presentation about his life and adventures.



There were many life lessons in his stories - and the main one was deliberately repeated; "Every experience leads on to something else. The most simple and basic skills can prepare you for the most complex. Build on what you've learned. Be curious. Do what interests you. Don't stop learning!" This message was especially germane for the youngsters in the audience - there were over 100 students,

from late elementary school through college graduates.

The theme of the Pacific Coast Air Museum this year is "Looking Back and Flying Forward" because we realize that our museum's purpose is not only to be the keeper of historic aircraft and aviation history in Sonoma County but to be a window through which every person in this county and every visitor can glimpse the history and progress of flight. My profound hope is that there were several young people in the theater that night who will recognize that the fire within them matches the fire that propelled young Story Musgrave from a childhood on his family's dairy farm in western Massachusetts all the way into space.

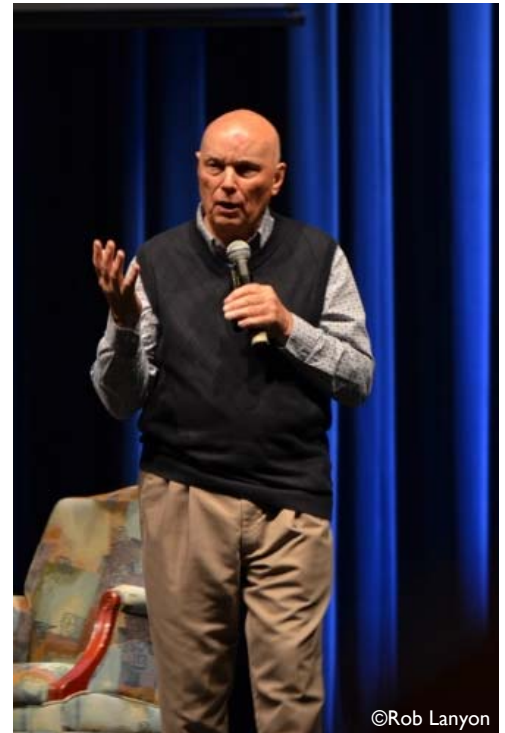


Story sat for over an hour afterward and signed autographs for each and every member of the 400+ audience who asked. He also stopped to talk with every individual about their interests and answered their questions.

way into space.

Story has flown over 18,000 hours in over 160 types of aircraft. He has seven graduate degrees in math, computers, chemistry, medicine, physiology, literature and psychology, and 20 honorary doctorates. He has spent a total of 1,282 hours in space and is the only astronaut to have flown missions on all five Space Shuttles. He piloted an astronomy mission, conducted two classified Department of Defense missions, and was the lead spacewalker on the Hubble Telescope repair mission. His accomplishments seem unending. I don't think Story Musgrave is real. I think he came from outer space, not the other way around - but that night we all saw that he is as real as we are, and an inspiration to all of us. ★

Story is an animated and engaging speaker.



Story is an animated and engaging speaker.



We at PCAM were privileged to have hosted Astronaut Story Musgrave for the two days he was in town. Here, Story (left) and PCAM President Lynn Hunt swap tales at PCAM.

In Case You Missed It: May 21 Guest Speaker — Chaplain Tim Maloney and the Meaning of Memorial Day

By Peter Loughlin

Chaplain Tim Maloney, AMVETS Post 40 and Celebrant at Santa Rosa Memorial Park, was our guest speaker at the PCAM Member Meeting on Wednesday, May 21. He gave us a special look into the deeper meaning of Memorial Day, and an introduction to the most important annual Memorial Day celebration in Sonoma County.

For an organization like the Pacific Coast Air Museum, it is easy to remember what Memorial Day is really about. After all, many of our members are Veterans and the vast majority of our museum displays are of a military nature. Memorial Day is a day of remembrance of those who died while serving their country, paying the ultimate price for the freedom we all cherish. It is by nature both a somber and a celebratory day.

But when you think about modern life, with its frenetic careers, electronic devices constantly reminding us that we are late for something, too many things to do and too many places to go, it is easy to slip into complacency on those rare days when we are allowed to stay home from the job. Most people take Memorial Day off as a mini vacation day, and give only passing thought to its real meaning while the burgers cook and the kids play ball on the lawn. Sadly, this is all too understandable and all too forgivable.

Tim says that Memorial Day has become a blended occasion. It is a holiday different now from how it was originally intended, when groups of civil war widows would gather to decorate the graves of the fallen. Tim asserts that there is nothing wrong with people taking advantage of their day off to gather with friends and family for outdoor barbecues and camaraderie, but we do need to acknowledge the original intent to remember and salute our honored dead.

Observing Memorial Day at Santa Rosa Memorial Park

At Santa Rosa Memorial Park, Memorial Day is a big event and a very important occasion. They plan for it all



A past Memorial Day at Santa Rosa Memorial Park. Seated at right are representatives of different civic, military, and auxiliary organizations presenting wreaths that day. A part of the Avenue of the Flags is seen in the background. The Gold Star Bench honoring soldiers from Sonoma County who died in Iraq and Afghanistan is at left. Chaplain Tim Maloney is at center, with wreath.

year long, employ a lot of volunteer labor, and rely on a tried-and-true management plan to get everything in place efficiently and on time.

The centerpiece of the Park on that day is the Avenue of the Flags, in which dozens of volunteers decorate the Park's roadways with 1000 American flags, the borders of which are embroidered with the names of veterans and their units. These are the full-size, nine-foot burial flags used during past burial services. Volunteers begin working days in advance, digging holes to accept the flagpoles. Each flag actually belongs to the family of the fallen and is treated with reverence. After the Memorial Day celebration, each flag is carefully folded and stored in its designated spot so it can be properly retrieved and displayed next year. Or, if the family chooses, they can take possession of the flag any time, such as if they move out of the area.

In addition to the Avenue of the Flags, each Veteran's grave, niche, or crypt is decorated with a small American flag, making the Park a sea of red white and blue. Again, volunteers and a well-developed action plan are key elements. Each Veteran's interment site is marked

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on a master plan, and volunteer groups are designated to decorate specified groups of graves. Many of these volunteers are Veterans or Boy Scouts.

This year there was a special addition: the mobile Global War on Terror Wall of Remembrance. The wall emulates the Vietnam Memorial and the travelling memorial walls built in its image. It is 103 feet long, six feet high, and lists the names of all civilians, first responders, and military who have lost their lives in acts of terror since the Beirut bombings in 1983. All 11,000 names are cataloged and recorded, and docents can help visitors find a specific name. As with the Vietnam Memorial, visitors often make rubbings of the names of friends and family. It arrived in Santa Rosa on Friday Afternoon May 23 and was guarded and open 24 hours a day until Monday afternoon.

The Memorial Day ceremony includes an invocation, presentations by combat-wounded Veterans, music by a live orchestra or band, and often a military aircraft flyover. This year, two volunteer pilots in P-51 Mustangs performed the flyover, described at right.

The day ends in a fundraiser hot dog barbeque, proceeds from which go to the Wounded Warrior project. The feast feeds all the many volunteers and visitors, and helps bring smiles back to the faces of the many who saw too much of sacrifice and lost too many comrades. Life, after all, goes on, and one must eat.

Permanent Remembrances at Santa Rosa Memorial Park

Santa Rosa Memorial Park is a place of remembrance for Veterans and the honored dead 365 days a year. Thousands of Veterans' gravesites are located among its many acres. Tim presides over many burial rites for service men and women every year, tailoring his delivery to what the family feels is appropriate. He will guide friends and family in a Celebration of Life, or provide a more traditional religious service if requested. Often, personal effects of the departed are

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2014 Memorial Day P-51 Flyover

PCAM member Justin Rains attended the Memorial Day ceremonies at Santa Rosa Memorial Park this year, and took the time to email us to express his appreciation for the flyover. He wrote:

I can, with confidence, speak for everyone who attended the Memorial Day event at Memorial Park.

THANK YOU! THANK YOU! THANK YOU!

You and your wingman absolutely nailed it yesterday. It wasn't just PCAM and former Air Force who noticed the beautiful formation flying. I could hear comments all around me during both your passes with a special emphasis on the last banking and the final pass. At one point during the final banking maneuver it looked like only one plane was flying and then slowly they both came back into view for the final pass. It was a "goosebump" moment.

You and your fellow aviator paid a great honor to those we were remembering yesterday.

While he deeply appreciates Justin's comments, P-51 pilot and PCAM President Lynn Hunt is quick to point out that...

The real heroes in all of this (other than the ones we were flying for) are Duane Doyle and Daryl Bond. These great people who own these fine aircraft are the truest of patriots and both genuinely understand and greatly appreciate the sacrifices made by our fallen veterans. They pay all expenses and fuel costs for these planes. Yet, when it comes to honoring our veterans past or present, they both tell us pilots to go for it without hesitation. Neither Darryl nor Duane were along on the flight but were certainly with us in spirit. Fellow pilot Dan Vance and I were simply the pilots at the controls, nothing more. We are a dime-a-dozen. The two people who deserve thanks are Darryl and Duane. Our world is a better place because of them.

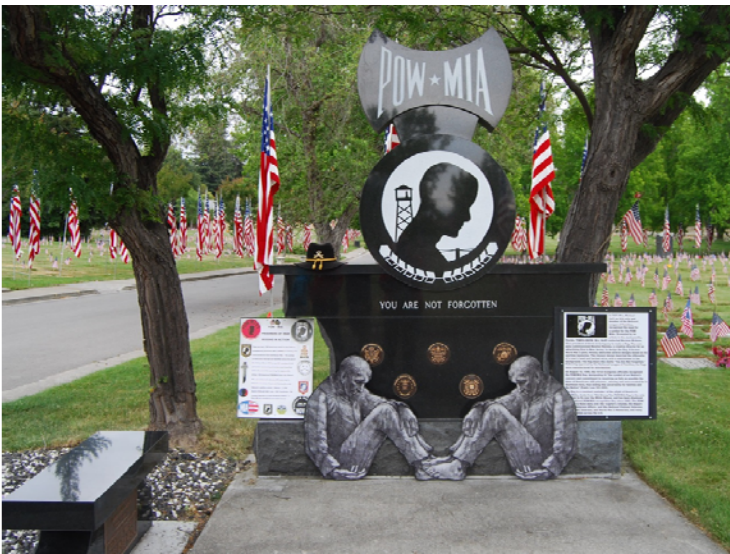
From all of us at the Pacific Coast Air Museum, and all those who attended the Memorial Day observances at Santa Rosa Memorial Park, here's a deep and abiding "Thank You" to Duane Doyle and Daryl Bond. 🌟

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placed on display to help tell their story.

Many of these services are for the elderly, long-since retired from military service. Unfortunately, some services are for the recently fallen, such as his personal friend James McLaughlin, Lt. Col. U.S. Army (retired). He was serving in Afghanistan as a civilian contractor flight instructor. An in-uniform Afghani entered the ready room when Colonel McLaughlin was training helicopter pilots and opened fire. Colonel McLaughlin and seven others were killed.

There is a Gold Star Bench that bears the names of the ten men from Sonoma County killed in action in Afghanistan and Iraq. Tim delivered some of their final



The POW-MIA Memorial at Santa Rosa Memorial Park, and the Avenue of the Flags. The Park's reputation for honoring our heroes makes it a destination for those who wish to pay homage to the fallen and to those who desire a final resting place that remembers those who served.

services. A separate bench in honor of Colonel McLaughlin has been built but not yet installed. The POW/MIA monument has become a destination in itself. It was designed by a Santa Rosa Memorial Park staff member and cut and carved locally. It reminds us that there are still over 80,000 Missing in Action since the beginning of World War Two to the present day.

Because of all this, Santa Rosa Memorial Park has become a destination both for those who wish to pay homage to the fallen and to those who desire a final resting place that remembers those who served.

Remembering Their Stories

Tim strongly believes that we cannot do these heroic people

justice by simply providing a reverent farewell, or reciting a list of awards and decorations, or looking at the mementos of their lives. We must remember their lives and their sacrifices, and to do so we must get to know them a little. He feels he is blessed to have a special capacity for remembering such stories, and we would hazard a guess that this in part is what makes him a very special Chaplain and officiant for such occasions.

One story in particular stands out as an example of never forgetting, and of the never-ending effort to bring our Veterans and honored dead home.

First Lieutenant Alvin Earl "Sonny" Crane, USAF, was born in Oklahoma in 1928. After several moves his family ended up in Santa Rosa. He always loved airplanes and joined the Air Force when he came of age. He became a pilot, training in out of Santa Rosa Army Airfield, what is today the Charles M. Schulz-Sonoma County Airport. His family remembers him buzzing the family farm during this time. He was transitioning to jets when his unit was deployed to Japan and Korea. But rather than jets, he ended up flying LT-6 Mosqui-



First Lieutenant Alvin "Sonny" Crane, Jr., USAF, killed in action over Korea on September 13, 1951 and laid to rest at Santa Rosa Memorial Park on May 13, 2006.

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toes, a light ground-attack version of the AT-6 Texan trainer. He flew many combat missions in Korea. He was shot down in 1951. Some say they saw a parachute, but he was never seen alive again. His back-seater was killed on impact when the plane crashed. When the fighting in Korea ended and the prisoners were returned, Sonny was not among them. He was declared Killed in Action on December 31, 1953, the date on which all U.S. military still missing in Korea were declared dead.

Sonny's fate went unknown for decades. Then in December 2005, DNA testing positively identified his remains among a large group of remains returned to the West by North Korea way back in 1990. The Crane family finally knew. Sadly, Sonny's mother had died in 2003, never knowing what truly became of her son.

Tim was honored to officiate at the funeral that finally laid Sonny Crane to rest at Santa Rosa Memorial Park on May 13, 2006. It was a sad yet wonderful experience, with distant relatives reuniting for the first time in many, many years. This was the first time some elements of the extended family had met others, turning the somber occasion into a time of rejoicing as well. Some of Sonny's personal possessions were reverently displayed near his flag-draped casket, including the flight jacket he was wearing and other artifacts from the day he was shot down.

The U.S. Air Force provided a flight of four F-16 fighters. As they approached, one pulled up and out, leaving the Missing Man Formation to fly overhead in a formal salute.

In Tim's words, the service was a wonderful example of honoring one who was lost and is now found.

About Tim Maloney

Tim Maloney, a sixth-generation San Franciscan, is a Family Service Counselor and Celebrant at Santa Rosa Memorial Park. Following a long career in the military and the retail jewelry business, Tim answered a call to full time ministry in a local church. He has been with

Santa Rosa Memorial Park for thirteen years, and has a passion for local and family histories. He conducts guided tours of the Park's historic Odd Fellows Mausoleum and grounds and thoroughly enjoys helping people discover long lost family connections through the Park's records.

Tim's dad served in the Army Air Forces in WWII, completing primary flight training in Wisconsin but eventually washing out.

Still wishing to be around aircraft, he continued as a radio repairman on B-25's in England. Tim served in the U.S. Army as the Ops/Intel Sgt for the 91st Division (Training) U.S. Army Reserve. He also served in Vietnam.

Tim has been involved in the Reno National Air Races since 1968, currently serving as a volunteer with the National Air Racing Group. As a pastor, he has been honored to be chaplain at many different race sites. When asked, he will pray with and for the pilots, provide counseling as needed, and be there to help with the many difficult tasks necessitated by disasters, as he did after the horrific crash of Jimmy Leeward's Galloping Ghost in 2011.

He got his start at the Reno Air Races by traveling there to watch the races and then sleeping on the field near the planes. One time one of the security officers accosted him and said, "Why don't you get involved? You're always here!" So he did. He not only got involved, but eventually joined NAG – the National Air Racing Group – and served on their Board of Directors. At one point he was their training chairman, and traveled all over the country and to Canada helping local communities put on their own air races and air shows.

Tim has ten children. He and his wife Sylvia have been married for 29 years and live just outside Santa Rosa. 🌟



Chaplain Tim Maloney in formal uniform.

June 18 Guest Speaker:

Hollywood Insider and PCAM President Lynn Hunt – The Making of the Movie “The Expendables” or “How the Hell did I Get Roped into This?”

Despite the rise of computer generated animation and special effects, some aerial shots just can't be done without a real airplane and a real pilot to fly it.



Join us on June 18 as PCAM President Lynn Hunt shares his story of flying a Grumman Albatross in the making of the original "The Expendables" movie, released in 2010. He will share his

unique perspective as an Albatross pilot, owner, and restorer. Hear how Hollywood came to contact Lynn and how that resulted in his experiences flying and filming on location in Brazil.

He will share his personal photos and stories that resulted in the HU-16 Albatross appearing in more than five minutes of the final version of the movie. He'll also explain a rewrite of the script that featured an "Attack" version of the plane, a role this amphibian was never intended to play. You'll also hear about the aerodynamics and engineering involved in flying with an external nose "gunner" hatch for strafing runs.

Lynn was born and raised in Santa Rosa and grew up around aviation. It was being the son of a WWII B-25 pilot that gave Lynn what he calls his defective (aviation) gene. A founding member and multi-term President of the Pacific Coast Air Museum, Lynn has two sons, Dana and Aaron who have also retained that special gene that ties them to flying, the Albatross and PCAM. Lynn was also part owner of Aerocrafters Inc., a vintage-aircraft restoration company formerly located at the Charles M. Schulz-Sonoma County Airport. 🌟

Gift Shop June News

Incredible New Line of Documentary DVDs

The Gift Shop has just begun carrying a remarkably broad and low-priced line of documentary DVDs. These cover the history of flight, military history, space flight, and a number of related topics. Most notably, the classic Victory At Sea (color version) is only \$9.99. Just a few of the amazing titles are shown below. We've got a rack full of them, and many more are available. We'll expand the line as demand requires. Great gifts! Just \$9.99 to \$14.99. 🌟



Additional Equipment & Ordnance

Thank You NAS Lemoore!

By Mark Fajardin

On Wednesday, May 28, Wayne Seamans and I went down to Naval Air Station Lemoore with two trucks and trailers to pick up the following:

- 2 LAU-118 HARM Missile Rails
- 3 TERS (Triple Ejector Bomb Racks)
- 2 MERS (Multiple Ejector Bomb Racks)
- 8 MK-82 500 LBS Bomb Fins
- 6 MK-82 500 LBS Snake Eye Bomb Fins
- 10 Inert Arming Fuses
- 6 MK-82 500 LBS Inert Practice Bombs



One of two trailers loaded with inert bombs, fuses, fins, racks, and rails bound for PCAM.

We left Santa Rosa at 0530 and returned at 2330. An 18 hour day! We couldn't load it all and left behind 24 MK-82 500 lb. practice bombs which I'll go back down to get sometime in June.

While down there we got to tour the ordnance repair facility which about the size of Home Depot and loaded with F-18 Hornet hardpoints, missile rails, and bomb racks. A special treat was touring the gun room where row after row of M61A1/A2 Vulcan 20mm cannons with their drive motors were being worked on. Very impressive!

The PCAM Challenge Coins and t-shirts are a big hit with our Navy folks and put lots of smiles on faces. It's the least we could do for our very supportive friends at Lemoore! Our thanks to all of you! 🌟

Air Show Flashback

When flares from a performer's aircraft ignited several small brush fires at the Air Show in 2013, the crowd got treated to a real-life display of the talents of the pilots and support crew at the Cal Fire Air Attack Base right there at the airport. Tanker 85 makes the drop. Retired Tanker 84 at left is part of the PCAM collection and watches from the ramp.



Mark Fajardin, next to a rack full of inert practice bombs at NAS Lemoore. 24 more like these will be brought to PCAM in June.

Aviation Merit Badge Class Moved to July

Sign up your Boy Scout for the Aviation Merit Badge class, and open his horizons. Normally held in June, the Summer session of the PCAM Merit Badge Class has been moved to July 26, 2014.



Students will learn about...

- Kinds of aircraft
- The physics of flight
- Aircraft engines
- Careers in aviation

Activities include...

- Fly our simulator
- Hear from guest speakers from several facets of aviation
- Visit a control tower
- Receive a graduation flight from an FAA licensed pilot

The course follows the curriculum requirements established by the Boy Scouts of America.

For more information and to enroll, visit <http://pacificcoastairmuseum.org/classes/meritbadge/> 🌟



New Members Since Last Newsletter

Andrew & Angie Sparks Family, Santa Rosa
Loyal Davis, Santa Rosa
Raymond David Family, Rohnert Park
Max Van Doorn, Junior Member, Santa Rosa
Ken Winans, Novato
David Vogel, Santa Rosa

Bus Trip Report: Aerospace Museum of California & California State Railroad Museum

By Christina Olds

On Saturday, May 31, two dozen PCAM members gathered at 7:00 in front of the museum to board a Sonoma County Airport Express bus for a field trip to two stellar attractions.

First stop: the Aerospace Museum of California on the grounds of the former McClellan Air Force Base (<http://www.aerospaceca.org/>). We had great fun wandering through the impressive collection of static aircraft and space memorabilia exhibits, and a few adventurous people tried their hand on the museum's learning center flight simulators. We won't report on who crashed on landing and reported the controls as "too sensitive"!

In the middle of the day we broke for a delicious lunch with personalized sandwiches from Sam's For Play Cafe out on shaded picnic tables at the edge of the ramp. Once back on the bus at 1:00 we journeyed into Old Town Sacramento to the California State Railroad Museum (<http://www.csrmf.org/>). Although an official survey wasn't taken, it's safe to report that the Railroad Museum was the hit of the day. Wow!! Can you imagine a locomotive weighing 1,000,000 pounds? The inside collection of historic trains and interactive displays have to be seen to be believed. We encourage all who couldn't join us for the bus trip to visit these two museums the next time you're in Sacramento. 🌟



The Pacific Coast Air Museum

Location

One Air Museum Way, Santa Rosa, CA, 95403
www.pacificcoastairmuseum.org
707-575-7900

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



Hours

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

“Climb Aboard”

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

Member Meetings

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

“Straight Scoop” Newsletter

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

Membership Renewals

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

Address Corrections

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

Visit our web site at www.pacificcoastairmuseum.org or call 707-575-7900 for more information.

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

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PCAM YouTube Video Channel

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



PACIFIC COAST AIR MUSEUM

STRAIGHT SCOOP

June 2014

*Climb Aboard
June 21 & 22, 2014*

AV-8C Harrier

REMEMBER THESE DATES

June 9-13	10:00 a.m. - 12:00 noon	Aviation Summer School Course 2
Wednesday June 18	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting
Saturday June 21	5:00 p.m. - 7:00 p.m.	Annual Pig BBQ & 25th Anniversary Party
Saturday June 28	8:30 p.m. - 10:30 p.m.	Movie Night in Hangar 101: "Flight of the Intruder"
Thursday July 10	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
Wednesday July 18	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting
Saturday July 19	4:00 p.m. - 9:00 p.m.	PCAM Palooza Dance
Wednesday August 20	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting
Friday Sep 19	5:30 p.m. - 9:00 p.m.	Second Annual Mustang Roundup Gala Fundraiser
Sat & Sun Sep 20 & 21	All Day	Wings Over Wine Country Air Show
October 2	5:00 p.m. - 8:00 p.m.	KJZY After Work Concert at PCAM

Pacific Coast Air Museum

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707-575-7900

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