



### New Fence Eliminates Need for AOA Badge Patrol

#### To All Dedicated AOA Guards: You May Stand Down!

Several months ago, Airport Management and the Transportation Safety Administration (TSA) began requiring the Pacific Coast Air Museum to keep an AOA-Badge equipped guard on duty on the field every time a visi-



tor was present. This requirement has now been eliminated due to the installation of a six-foot fence around the northwest perimeter and our cadre of dedicated AOA Guards can STAND DOWN! Photos on this page show the new fence.

Coggins Fence Company has generously lent PCAM a couple hundred feet of temporary fencing. On Friday, December 4 2015, Ron Stout, Mark Fajardin, Don Thoman, Bob Gutteridge, Jim Fisher, Mike Hart, Andy Werback, Dave Sandine, and Jim Sartain installed it around the western perimeter of our property. Then on Saturday the 5th some more fence movers showed up and created a bay between the F-15 and Area 51 for aircraft display with a locked gate for pedestrian access. They also attached the fence sections with bolted clamps. On board for that were Andy Werback, Larry McCormick, Mike Elliot-Jones, Dane Whitmire, Ron Stout, and Ben Martin.



Meeting the TSA-mandated security requirement has been a challenge for PCAM, but one we met head-on. The contributions of our own volunteers and members — and the generous contribution of one of our local businesses — shows the positive impact this Museum has on the community at large. ✪

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### The PCAM Mission

“To Educate and Inspire both young and old about our aviation heritage and space technology, to Preserve historic aircraft and artifacts, and to Honor veterans.”

## President's Message

Happy Holidays Everyone!

And Thank You to All our Members and Volunteers!

Membership Renewal Forms are going out with our new schedule of dues. These new levels will put us more in line with other Air Museums. Members can also elect to chose plans that provide various levels of benefits.

Also going out will be the ballots for our board election. We have three seats to fill. Two seats will be chosen by our membership and one seat will be appointed by the Board of Directors. As I stated at last month's membership meeting the terms for Lynn Hunt and Allan Morgan are up.

Vice President Julia Hochberg will be seeking re-election. Also applying are Air Show Director Nancy Heath, Julie Conklin, and Ben Barker. We are blessed to have such a great slate of candidates.

I've heard from airport management and it appears that the draft for our sales and lease agreement may be completed ahead of schedule. The board is also reviewing ideas, suggestions, and recommendations regarding the team we will assemble to plan, organize, and direct the move to the Dragonfly and Butler property. It's not a done deal yet but all parties want this move to happen, so we are very optimistic.

We still need someone or a team to take over the fantastic job that Dave and Diana Watson have done with the refreshments at our membership meetings for so long. Please let me know if any of you are interested in taking over this role.

Our holiday meeting on December 16 will be filled with food and drink, award presentations, board elections, and a chance to mingle. There will not be a speaker or raffle per se.

The visit by Lucas Animation that was planned for that same day has now been postponed until January.

Then on Saturday, December 19, we will have our annual visit from Santa. Helico will be bringing Santa in as they did last year. I believe that Robin is still looking for some reindeer.

Lastly, AOA Patrols are no longer required! The generous loan by Coggins Fence Company of a couple hundred feet of temporary fencing has satisfied the Airport and TSA, so AOA patrol can stand down! I met with Airport Management on Friday the 4th and they approved what we have installed. See the article on the front page for more information. I'd personally like to thank all the dedicated and hard working people who donated their time to stand one or more AOA patrol shifts over the past several months. Without them, we would have had to close down the Museum at key visiting times, but to my knowledge we never once had to do that. All of us at PCAM owe these people — particularly those who reliably stood regular shifts time and time again — a huge thank you.

Again, I hope all of you have a happy and safe holiday season!

— Jim Sartain



Santa Claus gets a jeep ride at last year's Santa Fly-In.

## Santa Fly-In: Spend the Day with Santa Claus!

### Saturday December 19: Bring Family & Friends! It's FREE!

Thanks to the generous sponsorship by Active 20-30 of Santa Rosa the Jolly Old Man in Red will be flying in on a helicopter provided by Helico Sonoma at around 10:30 AM. This free event is open to the public, and will feature free bags of goodies for the kids, a chance for them to whisper their holiday wishes in Santa's ear, jumpees, and more. Food like that at our Hot Dog Thursdays will be available, plus some special additions. A couple of our famous climb-aboard aircraft will be open so you and the kids can sit in the cockpit. The Gift Shop will be open, with wonderful toys and other gift ideas.

This is PCAM's holiday gift to the community, and we will not be charging admission.

Our gates will open at 10:00 a.m. and **Santa will arrive around 10:30.** His actual arrival time may vary, depending on weather, helicopter availability, and the many scheduling issues that arise around working with reindeer and elves. ✪



## December in Aviation History...

On December 21, 1970, the prototype F-14 Tomcat made its first flight. Chief Test Pilot Robert K. Smyth and Project Test Pilot William Miller flew Grumman F-14A-1-GR Tomcat Bu. No. 157980 from Long Island, New York, initiating an era of naval aviation that would end 36 years later with the retirement of the last F-14 in 2006. During its time, the Tomcat broke innumerable records and revolutionized the expectations of what a carrier-based fighter aircraft can do. It worked its way into the popular psyche through countless military novels and movies like Top Gun. PCAM has an F-14A in its collection, BUNO 160889 which was built in 1979 and last served with VX-9 at NAS Pt. Mugu. This aircraft is on loan from the National Naval Aviation Museum at Pensacola, Florida. ✪



## Acquisitions Report

Mark Fajardin Sr., Director of Acquisitions

### SH-60F Oceanhawk Helicopter

The SH-60F was built to operate from aircraft carriers as a battle group's dedicated anti-submarine warfare (ASW) aircraft. It employs the AQS-13F dipping sonar, 6-tube sonobuoy launcher, and Mk 46, 50, or 54 torpedoes. It can also carry fuselage mounted machine guns, including the M60D, M240D, and GAU-16 (.50 caliber) for self-defense. Oceanhawk or CV Helo are the unofficial names that Navy personnel have given the SH-60F Seahawk. Last month I signed the loan agreement and transfer documents making SH-60F 164456 officially PCAM's and we'll be bringing her home in early 2016. Turns out this is the only SH-60 available in the United States!



This is it! BUNO 164456 performing at the 2009 Fallon Air Show.

### T-34B Mentor

On November 20th I brought home our 1957 T-34B Mentor Buno 144071 from NAS North Island. I made a stop at San Diego Air & Space Museum for additional T-34 parts. Our T-34 was one of four at NAS North Island. (Two went to San Diego Air & Space Museum where they are turning them into "one" beautiful T-34B Mentor.) Our Mentor will require some metal fab work along with corrosion repair, but she's in pretty good shape. See additional photo, page 11.

### Missiles

I've procured six AIM-9M Sidewinder Missiles and I'm also working on two AIM-120 AMRAAM Missiles for our collection. I promised my wife I'd stay home until next year as I've put 4,000 miles on my truck and been away nearly two weeks on PCAM business. So in January (its next year honey) I'll be back out for missiles and more T-34 parts.



© Mark Fajardin

PCAM's new T-34 Mentor gets loaded onto the PCAM acquisitions trailer, with a little help from a forklift.

## Acquisition Trips

In order to save PCAM money and be efficient I have a motto: "One man, one truck, one move". If you have an acquisition item for the museum please contact me so we can get board approval to accept the item(s) or funding if needed. We also want to coordinate our efforts so we don't send two trucks to the same area wasting our limited funds. The acquisitions trailer can carry a T-34, spare parts, additional sets of wings, and whatever else you can think of up to 8,000 lbs. Communicate with your department heads, be efficient, work smart, and stay safe!

Blue Skies Always! ✪

## “It’s What You Do”

By Mark Fajardin, Director of Acquisitions

We’ve all come to enjoy the Geico commercials that always end with “It’s what you do.” If Geico featured PCAM I suspect they’d say something like “If you’re PCAM you tow big loads. It’s what you do.”

Over-the-road transportation of aviation equipment has been a part of PCAM’s DNA since our founding in 1989 and continues to play a vital role in growing the museum collection and participating in community events.

I get asked on occasion about transporting helicopters or other oversize loads to events and my standard response is always “No!” Moving oversize loads presents its own unique legal and liability issues for both the person(s) behind the wheel and the Pacific Coast Air Museum. My Son Steven is a California Highway Patrolman and he shared with me some legal knowledge and personal thoughts on this subject. I pass along the following information for the education of our membership in the hope that this helps PCAM and its volunteers to work safely and minimize liabilities.

- Losing any part of your load on a freeway is a misdemeanor criminal offense.
- An oversize or overweight load is anything wider than 102 in, higher than 14 feet, longer than 65 feet, and heavier than 80,000 lbs.
- Oversize or overweight loads require trip permits that list the route and times of travel -- which typically must be during daylight hours.
- Illegal oversize or overweight loads place all civil and criminal liabilities on the driver, loader, and organization sanctioning the move even if hit by another motorist. As soon as it’s illegal you are generally “at fault.”
- Illegal oversize or overweight loads are immediately “red tagged” and the CHP officer will call a contract company to take your load and deliver it at your cost.
- Private vehicle insurance companies do not cover oversize loads and will indemnify themselves in an accident. You are on your own!
- Private vehicle insurance companies generally do not cover the cargo being transported. If you lose a Navy or Air Force Museum aircraft you’ll also lose \$100,000.
- “Officer I didn’t know!” Translation: “Officer I’m guilty!”

Laws and regulations may change without you knowing it and you should check all applicable laws and regulations before towing or transporting any load. It’s your responsibility.

Now you know why I say “No!” to moving oversize loads. It’s not worth explaining to a spouse that the house and retirement fund are gone because of an airplane move, and it’s certainly not worth losing the air museum. When it comes to oversize and overweight loads, get a licensed and insured professional. “It’s what they do.”

Blue Skies Always! ✪



© Mark Fajardin

Above: Mark safely and legally used his own vehicle to move this large but not “Oversize” load from Washington to California. The load falls within the weight limits of the trailer and the truck, and is within the maximum height, length, and width limits. The ramifications of moving an oversize load with your own vehicle or on behalf of PCAM are very severe. **Read the rest of this article.**

## In Case You Missed It: November 18 Member Meeting Guest Speaker... Willie Sharp on November 18, 1965 over Vietnam

By Peter Loughlin

Our guest speaker at our November 18 member meeting was Willie Sharp, former US Naval Aviator and airline pilot. He spoke to us fifty years to the day after he ejected from his F-8 Crusader "Feedbag 108" over North Vietnam and he told us how it all happened, how he escaped, and what it was like to fly Crusaders from small aircraft carriers.

"When someone shoots at you, sometimes you see it and sometimes you don't." On November 18, 1965 over Vietnam, Willie Sharp did not see the shots that downed his F-8 Crusader. He said it was just a bad bump, like rolling over a speedbump you did not see. But that was enough, and it led to his dash for the Gulf of Tonkin, ejection, capture, escape, and rescue. Most unusually it was captured on audio and on film.

Lt. Willie Sharp was flying F-8 Crusaders off the USS Bon Homme Richard (CVA-31) with VF-191 in 1965. On this particular day, he was assigned a flak suppression role as A-4 Skyhawks bombed boxcars in a rail yard. He rolled in and lined up for an attack on some anti-aircraft artillery sites that were defending a SAM (surface to air missile) site. The bump he felt was the impact of a AAA shell. He immediately shot off all the offensive weaponry he had, and fired his 20mm cannons at the target. As he pulled out he got hit again, this time in the lower right forward fuselage. As soon as he pulled out of his attack dive he began a radio exchange with his squadron mates and other rescuers that did not end until he ejected.

Once he knew he had been hit, he did not stick around. This target was 73 miles inland and though a healthy F-8 can cover that distance very quickly, 73 miles becomes a very long distance in a damaged airplane over territory held by an enemy known to be extremely harsh on captured pilots. So his goal was to get "feet wet" as soon as possible, and get out over the Gulf of Tonkin which was controlled by the U.S.



Lt. Willie Sharp at the controls of his F-8 during a flight before his November 18 1965 ejection. He shot this photo himself.

Navy. If forced to eject over that body of water there was an extremely good chance of safe recovery by friendly forces. Ejecting over North Vietnam was almost certain to lead to capture or death at the hands of the North Vietnamese.

### "I'm On Fire"

Just east of the target was a solid overcast that extended far out to sea, with a base at about 1,500 feet and tops at about 3,500. Without being able to see the water, he decided to keep flying his damaged plane as long as he possibly could, to increase the chance that he would be well out over the Gulf when inevitably forced to eject. This was a race for the water. It made sense to try because one of his two hydraulic systems was still functional and he could control the plane.

His flight leader, John Tierney, pulled up near him and informed him that his plane was on fire and that he should eject. Sharp declined, almost casually, and Tierney stuck close to monitor the fire. Both men knew the plane could explode at any moment.

Meanwhile, the USS Gridley (DLG-21) was steaming in the Gulf. Her role was to coordinate all search and

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A SAM site like the one Willie was attacking when he got shot down over North Vietnam. The six circles around the circumference are actual missile launch sites, and the radar guidance control system is at the center. Willie was attacking AAA batteries positioned around the SAM site.

rescue efforts in and around North Vietnam under the call sign "Fleetfox". Fleetfox listened in on the conversation and dispatched rescue aircraft: an HU-16 Albatross from Da Nang and a couple helicopters from local navy ships to pluck Lt. Sharp out of the water, and a pair of A-1 Skyraiders or "Spads" to provide air cover. Fleetfox also made an audio recording of the entire event which is now part of the historical record. Here is a partial transcript.

**Tierney:** Ok, give a mayday call, Bill.

**Sharp:** Mayday Mayday Mayday, this is Feedbag One Zero Eight... Presently heading zero nine five inbound to channel two five... Fifty three miles out. I'm on fire.

**Tierney:** Ah, try the speed brakes once, see if that will affect the flames...

**Sharp:** Negative, I have no hydraulic pressure.

**Tierney:** Ah, Roger, you had better go [eject], the flames are getting worse. I'd... I'd go now.

**Sharp:** Roger. I want to stay here a little longer, try to get as close [to the Gulf] as I can.

**Tierney:** OK. As soon as I see any more action there I'm going to tell you to eject.

**Sharp:** OK.

**Tierney:** That's up to your decision.

At one point, the fire weakened the plane's structure and a main landing gear leg fell out after it dropped into the 450 knot slipstream. It was simply ripped away by the force of the wind.

**Fleetfox:** What is your altitude of ejection?

**Sharp:** I'm at eleven thousand five hundred now.

**Tierney:** You've got to get out of there now! It's going to blow. Go now. Go, quick.

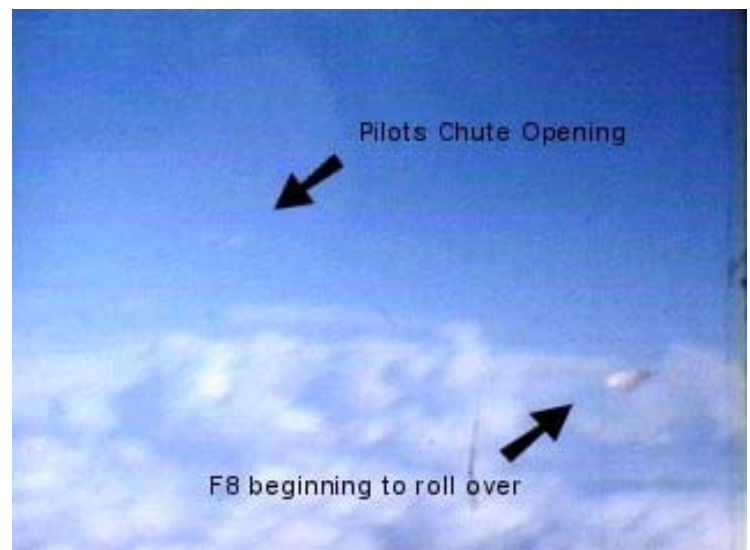
At this point, Sharp initiated the ejection sequence and was blasted clear of the plane.

**Tierney:** OK, Mayday, Mayday, Mayday... ..Pilot's at three four miles, two seven eight from Fleetfox. Three four miles, two seven eight from Fleetfox.

**Fleetfox:** This is Fleetfox. Concur.

By the time Sharp ejected, other aircraft had joined up including an A-4 Skyhawk whose pilot had an 8mm movie camera with him. He filmed the ejection and although no details can be seen, the film still exists and can be viewed online. This excellent YouTube video assembled by Willie Sharp's friend Denny deFreitas shows the whole thing, along with the audio track.

[https://www.youtube.com/watch?v=o\\_qRuj50url](https://www.youtube.com/watch?v=o_qRuj50url)



This is a frame from 8mm movie film that shows Willie Sharp's ejection. This was shot as it happened.

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## Capture

At the moment of ejection, the damaged plane was slewed slightly sideways and the asymmetrical blast of air ripped Willie's left arm around to the side of the ejection seat. He feared it had been ripped off and thought he would bleed to death by the time he reached the water. It was still there but had been badly dislocated. On the way down he retrieved and inflated his life raft and made other preparations for landing in the water.

He dropped through the overcast and upon coming out the bottom saw to his dismay that he was merely straddling the beach and not out at sea as he had hoped. He grabbed the parachute risers and slipped the 'chute towards the water. He splashed down about 75 yards off shore. At this point, the salt water made him aware for the first time of another development: when his plane was damaged during his attack he had been wounded in the legs. He had been running on so much adrenaline that he had not realized he had been injured.

He had reached the Gulf all right, but was not far enough out into it. Nearby was a Vietnamese fishing junk with two men on board. The North Vietnamese government was offering a large bounty for the capture of U.S. pilots, so these two steered the boat in his direction, dropped a net over the side, and fired a couple warning shots with an AK-47.

With much difficulty he clambered up the net, over the gunwale, and onto the deck. He stood up and tried to raise both arms but his injured left arm wouldn't cooperate. One of the crewmen took his .38 revolver. The



Lt. Sharp and "Feedbag 108"

other continued to cover him with the AK-47.

## Escape

And then the cavalry arrived. Willie could see the Spads approaching over the water, so low they were almost leaving wakes. One blasted by directly overhead with such a thunderous roar that the man with the AK-47 must have thought they'd gotten hit by a bomb, because he fell to the deck and stayed there. The other captor was also distracted.

Willie managed to reach into his survival vest and retrieve a small-caliber pistol that his new wife had bought him at the suggestion of his commanding officer back home. Fortunately, he was able to cock it with his injured arm and it still functioned despite its immersion. The man with the AK-47 saw what was happening, and began to raise his gun. Willie fired, killing him instantly. The surviving Vietnamese sailor tried to shoot Willie with the .38 he had taken, but Willie had followed his ship's safety rules and left the first two chambers empty. When it did not fire, this former captor panicked and leaped over the side. Willie then leaped over on the opposite side and climbed into his life raft.

Willie said that shooting that man was one of the hardest things he'd ever done. It's one thing to pull the trigger from behind the gunsight of a fighter plane. But this was up close, and he could see the face of another human being register the approach of his own death.

## Rescue

Meanwhile, the HU-16 had come up and dropped a smoke marker in the water. He was carrying wing

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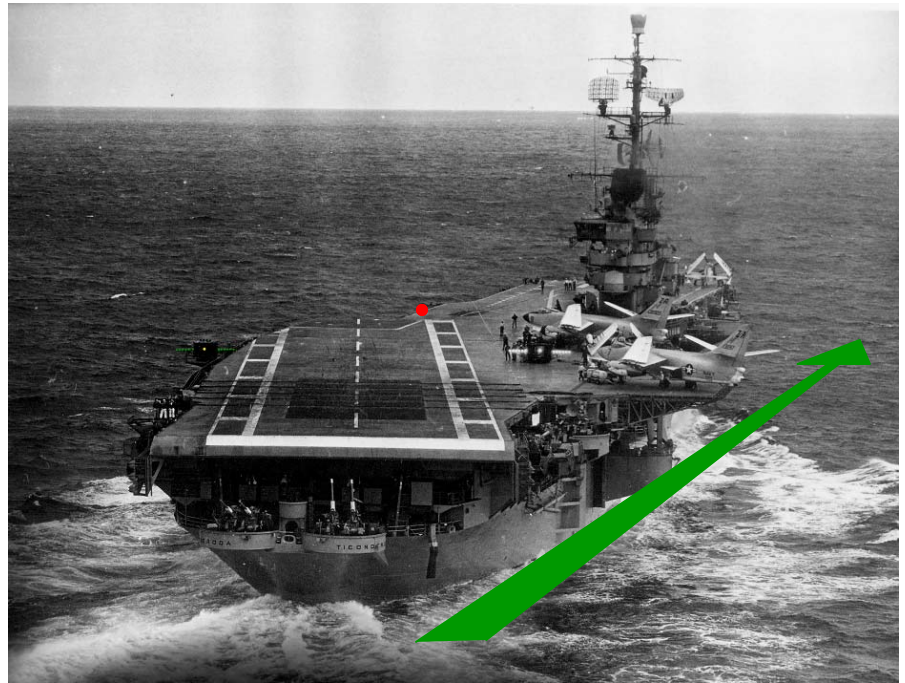
tanks and tried to jettison them as required for a water landing. One would not let go, so he could not land. Willie had to wait for the helicopters. The Spads hung around to make sure no other Vietnamese boats approached. When the helicopter arrived it picked him up and flew him to the Gridley. After several more ship-to-ship transfers and a couple nights at a hospital in Subic Bay he was returned to the Bon Homme Richard and was soon flying missions again.

## Flying the F-8 Crusader

The F-8 was known as The Last Gunfighter because it was, for a time, the last US Navy plane designed with guns in the nose. It was an excellent plane and much admired by those who flew it, but it was a dangerous plane. Willie presented data that of 1,219 crusaders built, 1,106 had some sort of mishap up to and including crashes, shoot-downs, and pilot fatalities. The rate of mishaps was 46.7 per 100,000 flying hours, compared to the later F-14 Tomcat's rate of 9.3. Some of this had to do with the extremely dangerous airspace over North Vietnam during the Vietnam War when Crusaders were most active. During November of 1965, nine Crusaders were shot down over Vietnam including Willie's.

The Crusader was also a tricky plane to land on a carrier and there was a large number of ramp strikes and other landing accidents. It was a very long plane and this made it hard for the pilot to "feel" where he ought to be to successfully catch an arresting gear wire .

Carrier landings or "traps" were always dangerous, particularly at night. Willie said a nighttime carrier landing was about the most difficult thing he's ever had to do. The carriers he flew from were the Essex class vessels as shown above, which had been built 25 years earlier during World War II. By Willie's time they were the small carriers in the fleet, but had been equipped with angled decks. This gave a landing plane an unobstructed path in which to execute a go-around. The photo above shows a pilot's view on approach. If



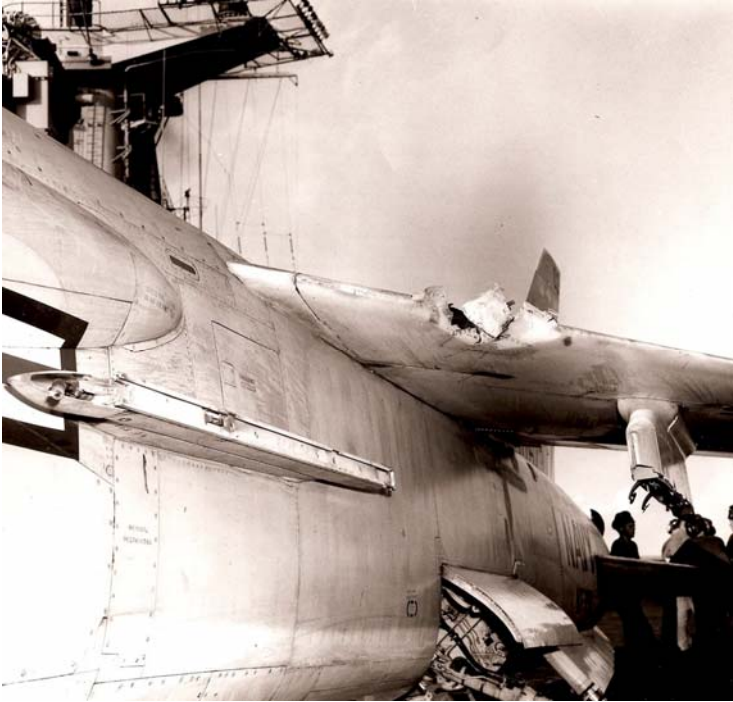
The carrier USS Ticonderoga, CVA-14, very similar to the Bonne Homme Richard from which Lt. Sharp flew. This is the pilot's view on approach for landing. The angled deck made it possible for planes to go around for another try if they missed all the wires, but also meant they were often landing in a right crosswind because of the forward motion of the vessel (green arrow). So they would compensate by pointing their planes approximately where the red dot is drawn.

there was a lot of natural wind, the ship would be steered so the angled deck was pointing directly into it. If winds were calm, the ship had to steam forward to create enough wind over the deck for the planes to land safely. But when the ship was moving forward, the angle of the deck meant that the planes were landing in a right crosswind. So the pilots compensated by pointing their planes a bit to the right, approximately where the red dot is drawn on the photo. Add to this the fact that the ship and its landing strip are constantly moving, pitching, rolling, and heaving and you have a very challenging environment for making landings. Hats off to all Naval Aviators.

The Pacific Coast Air Museum thanks Willie Sharp for his service to the United States, and for making this presentation. We also thank his friend Denny deFreitas for helping Willie assemble the multimedia presentation and for co-presenting with him at the meeting. We are indebted to Denny for providing the photos

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The skies over North Vietnam were extremely dangerous. Triple-A (anti-aircraft artillery) came in many calibers and could reach to a variety of altitudes. And surface-to-air missiles (SAMs) were a deadly menace. Willie got lucky on this one; he thought a SAM had got him but it was a dud and did not explode. Willie actually struck the shaft of the missile with the leading edge of his wing. A lucky escape.

for this article. We also thank Willie's wife, daughters, and other relatives for accompanying him to his presentation, and congratulate him on having such an ardent group of fans!

## About Willie Sharp

William D. Sharp grew up in Dinuba, CA and received his Navy wings in September 1964. After learning to fly the F-8 Crusader in San Diego, and flew his first combat mission on April 15th. His cruise aboard the Bon Homme Richard ended in February 1966. He and his squadron deployed again on USS Ticonderoga (CVA-14) from August, 1966 through May, 1967. Willie completed his active duty assigned to Training Squadron Twenty-one (VT-21) in Kingsville TX as a Landing Signals Officer (LSO), mentoring advanced student pilots in carrier qualifications. Willie went on to fly for United Airlines for over 32 years, and was recognized as United's "Captain of the Year" in 1999. Willie and his wife make their home in Pleasanton, CA. ★

## December 16 Meeting & Party:

### Awards! Camaraderie! Bring Your Potluck Contribution!

Mark your calendar for the Holiday Party on Wednesday, December 16! This will be a celebration of another great year, the holiday season, and a look ahead to the great things yet to come. In addition to a potluck holiday feast, several special awards will be presented including Volunteer of the Year and the annual Presidential Award.



The party will take the place of our regular monthly member meeting and will be at the usual time and place.

### Potluck Guidelines: Bring Your Favorite Dish, to Serve Ten

Everyone has a special dishes they enjoy sharing. In past years we've assigned dish types but this year you can just bring whatever you want. So whip up a batch of your favorite appetizer, salad, main dish, or dessert. Bring enough to feed ten people. As long as everyone brings enough for ten, we should have plenty.

Please bring a serving utensil for your dish: spoon, fork, pie server, or other as appropriate. Beverages, paper goods and cutlery will be provided.

As usual, we will have full access to the kitchen so you can refrigerate or heat your dishes in the microwave. However, if at all possible please bring hot dishes already hot as there is not a lot of room in the oven. There will also be dish soap and dishtowels if you want to wash up before leaving.

Call Diana at 707-578-6883 if you have questions.

### Time and Location:

Wednesday, December 16, 7:00 p.m.  
Mesa Beverage Company, Inc.  
3200 N. Laughlin Road. Santa Rosa, CA ★

## A Letter from Some Appreciative Visitors

By Constant Reyerse

We received the note below from Dungarvin, which is a special needs home in Rohnert Park providing support to severely handicapped people. Their goal is to help people with varying support needs to achieve their fullest potential, and improve the quality of their life and that of the entire community. They have visited the Pacific Coast Air Museum several times, and always seem to have a good time and to appreciate all that we offer. This letter is really a wonderful statement of appreciation by them, and I wanted to share it with the rest of you so you can see some of the positive impact we have. They're always a great group of people to have visit us, and we look forward to the next time they drop by. We also thank them for letting us know how we're doing. The entire PCAM community should be proud of what we offer, and continue to strive to improve. ✪

Dear Pacific Coast Air Museum- 11-24-2015

We are writing to thank you for the wonderful experience your group of volunteers gave us on Thursday November 19th. They opened up a helicopter giving us the opportunity to climb inside. They also answered all of our questions and even volunteered to take pictures for us. Thank you again for going above and beyond to make our trip a successful and memorable one! The clients and staff at Dungarvin Rohnert Park

*[Handwritten signatures: Dan Carpodus, Kelly Mohr, Ryan Bordi, Gary Wallace]*



Above: Acquisitions Director Mark Fajardin, Sr. on his way back from NAS North Island with the T-34 Mentor. This classic trainer will soon join its new stable mates at the Pacific Coast Air Museum! See story page 4.

### New Members Since August

- Ralph & Nadine Paulin Family, Potter Valley
- Sara & Zeke Cissell Family, Santa Rosa
- Gina & Henry Roy Family, Santa Rosa
- William Switzer Family, Santa Rosa
- Rick Vejby Family, Windsor
- Tim & Laurie McClish Family, Santa Rosa
- Artur & Gale de Rosa Family, Santa Rosa

### Air Show Flashback

Planes of Fame in Chino, California sent their F-86 Sabre (left) and MiG-15 to stage a mock dogfight. Pilots Steve Hinton (F-86) and Chris Fahey (MiG-15) put on quite a show. Here they are on the runway, just starting their takeoff rolls.



©Peter Loughlin

## 2015 Elections for Board of Directors

Each year three members of the Board of Directors are elected to serve three-year terms. The terms of directors Hunt, Morgan, and Hochberg will expire December 31, 2015. Julia Hochberg has announced that she will seek re-election but Lynn Hunt and Allan Morgan have “termed out” and are ineligible to run. Elections will be completed during the next few months. Two of the directors will be elected by the membership and one will be elected by the Board of Directors.

Our Bylaws require that candidates for the board of directors be *General Members at the time of nomination*. Before or after nomination, the Nomination Committee will determine whether candidates are qualified to serve. (Incumbent directors are presumed to be qualified and their candidacy is not evaluated by the Nomination Committee.) In making its determination the committee considers at least the following:

- Is the candidate a General Member?
- How long have they been a member?
- Why do they want to serve as a director?
- How do they see the position of director?
- Have they ever served as an officer or director of any non-profit organization?
- Are they presently serving as an officer or director of any non-profit organization? If so, how long have they served and what office do they hold?
- What is their present or former employment?
- Will they be able to regularly attend board meetings?
- Will they be able to regularly attend member meetings?
- Will they be able to commit at least a few hours per month to Museum business outside of the meetings?
- Will they be able to assist at the air show?
- Do they have ready access to email?
- What qualities do they possess that will make them an asset as a director?
- Does the candidate appear to be someone who will be able to get along in a group of eight other strong personalities?
- Is the candidate willing to assume responsibility for a major project or division of the Museum?
- Does the candidate understand the board’s policy concerning conflicting interests?

To be elected, a candidate for director must be nominated. This includes incumbent directors. Nominations may be made in one of three ways:

- You may nominate yourself.

- You may nominate another.
- The nomination committee may nominate one or more candidates.

The nominations may be in the form of a written nomination, on a form provided by the Museum, or verbally, no later than at the November 18 2015 general meeting, 7:00 pm, at Mesa Beverage Company, Inc. 3200 N. Laughlin Road, Santa Rosa, CA.

*All candidates will be given an opportunity to make a brief verbal campaign statement during the November 18 general meeting.*

If you intend to run for election or intend to nominate someone else, please be sure to do so no later than the end of the time provided at the November 18 meeting. *If you intend to nominate someone else please discuss it with them first as they must be willing to explicitly accept the nomination, either in writing or verbally at the November 18 meeting.*

After the time provided for nominations has passed, the Nomination Committee will complete its evaluation of all candidates who have accepted nomination. Those candidates who are deemed qualified will be so notified and included on the ballot.

Each candidate appearing on the ballot will be given the opportunity to submit a written statement to be included with the ballot. *Submission of the statement must conform to these rules:*

- You must submit your statement no later than 5:00 p.m., Wednesday, November 18, 2015.
- All statements must be *submitted via email*, to [admin@pacificcoastairmuseum.org](mailto:admin@pacificcoastairmuseum.org).

*Statements may not exceed 100 words, including your name. If over 100 words, only the first 100 words will be printed. You may use any legible style of font, not greater than 12. Other than adjustment for font size and the 100-word restriction, your statement will be printed as submitted.*

If you are considering being a candidate, you are urged to prepare this statement now as it will be of help in making your verbal statement at the November 18 meeting.

If you have any questions concerning the nomination or election process, please call President Jim Sartain at 707-799-0912 . ✪

*Continued at top of next page*

## PCAM Huey was a Main Attraction at North Bay Science Festival

On Saturday October 24, PCAM participated in the annual North Bay Science Festival at the Sonoma County Fairgrounds. It was our fifth time there. Thanks to Precision Crane we were able to haul our Huey there for the second time. Crew Chief Paul Ricci, his son Gabe, and Jim Sartain were at the museum at 6:30 a.m. to load the Huey. They returned it at 6:30 that night. About 15,000 attended the Festival and it seemed like every one of them went through the Huey, attended by the folks above and Josh Hochberg, Tom Chauncy, Kelsey Olson, Alan Olson, Dave Sandine, and Bruce Tinkham. Roger Olson brought banners to help attract visitors. PCAM is proud to support local education and technological awareness by contributing our unique aeronautical exhibits. PCAM expresses its gratitude to Precision Crane, Inc. for providing the truck crane and its certified operators. ✪





© John Nelson

Above: Another Air Show photo, just because.  
C-17 Globemaster III at Wings Over Wine Country 2015.



**Gift Shop December News:  
Air Show Tee Shirts 30% off**

We still have a limited supply of Air Show tee shirts and they are all 30% off! We have mens' sizes only. These are great quality shirts at really great prices.



**Get your discount!** Museum members get a 10% discount on these and all regularly priced merchandise! Sale items not included. ★

**The Pacific Coast Air Museum's Platinum Sponsors**

The Pacific Coast Air Museum thanks its Platinum Level Sponsors, whose contributions help make our museum the thriving community resource it is! If you would like to find out about sponsorship opportunities with the Pacific Coast Air Museum, contact Roger Olson, Director of Business Development, 707-396-3425 or rogerolson427@gmail.com ★





## 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>

## Board of Directors

|                   |              |
|-------------------|--------------|
| Larry Carrillo    | 707-888-0789 |
| Tom Chauncy       | 707-542-3529 |
| Art Hayssen       | 707-321-2040 |
| Julia Hochberg    | 707-523-2800 |
| Lynn Hunt         | 707-235-2552 |
| Anthony Marinelli | 707-695-6886 |
| Don Mackenzie     | 408-605-3524 |
| Jim Sartain       | 707-528-1400 |

## Officers

|   |              |
|---|--------------|
| <b>President</b>                                |              |
| Jim Sartain                                     | 707-528-1400 |
| <b>Vice President</b>                           |              |
| Julia Hochberg                                  | 707-523-2800 |
| <b>Secretary</b>                                |              |
| Anthony Marinelli                               | 707-695-6886 |
| <b>CFO/Treasurer</b>                            |              |
| Judy Knaute                                     | 707-545-7447 |
| <b>Director of Museum Operations, Temporary</b> |              |
| Constant Reyerse                                | 707-575-7900 |
| <b>Director of Marketing</b>                    |              |
| Doug Clay                                       | 925-736-7962 |
| <b>Director of Aircraft &amp; Assets</b>        |              |
| Lynn Hunt                                       | 707-235-2552 |
| Mark Fajardin                                   | 707-477-0377 |

|  |              |
|--|--------------|
| <b>Director of Aircraft &amp; Asset Acquisitions</b> |              |
| Mark Fajardin  | 707-477-0377 |

|                                |              |
|--------------------------------|--------------|
| <b>Director of Flight Wing</b> |              |
| Lynn Hunt                      | 707-235-2552 |

|                          |              |
|--------------------------|--------------|
| <b>Air Show Director</b> |              |
| Nancy Heath              | 707-477-4307 |

|                              |              |
|------------------------------|--------------|
| <b>Director of Education</b> |              |
| Art Hayssen                  | 707-321-2040 |

## Valuable Assets

|  |              |
|--|--------------|
| <b>Administrative Assistant &amp; Facilities Manager</b> |              |
| Duane Coppock  | 707-546-4388 |

|                                     |              |
|-------------------------------------|--------------|
| <b>Educational Tour Coordinator</b> |              |
| Art Hayssen                         | 707-321-2040 |

|                       |              |
|-----------------------|--------------|
| <b>Safety Officer</b> |              |
| Mark Fajardin         | 707-477-0377 |

|                             |              |
|-----------------------------|--------------|
| <b>Exhibits Coordinator</b> |              |
| Mary Jane Brown             | 707-566-9032 |

|                          |              |
|--------------------------|--------------|
| <b>Gift Shop Manager</b> |              |
| Mike Lynch               | 707-575-7900 |

|                                  |              |
|----------------------------------|--------------|
| <b>Guest Speaker Coordinator</b> |              |
| Charley Taylor                   | 707-665-0421 |

|                                     |              |
|-------------------------------------|--------------|
| <b>Dir. of Business Development</b> |              |
| Roger Olson                         | 707-396-3425 |

|                           |              |
|---------------------------|--------------|
| <b>Membership Records</b> |              |
| Mike George               | 707-575-7900 |

|                                |              |
|--------------------------------|--------------|
| <b>Sunshine &amp; Sympathy</b> |              |
| Diana Watson                   | 707-578-6883 |

|                                   |              |
|-----------------------------------|--------------|
| <b>Planned Giving Coordinator</b> |              |
| Barbara Beedon                    | 707-695-3683 |

|                             |              |
|-----------------------------|--------------|
| <b>Oral History Program</b> |              |
| John Nelson                 | 707-239-1002 |
| Alan Nelson                 |              |

|                              |              |
|------------------------------|--------------|
| <b>Volunteer Coordinator</b> |              |
| David Kinzie                 | 707-575-7900 |

|                                   |              |
|-----------------------------------|--------------|
| <b>Vol. Coordinator: Air Show</b> |              |
| David Kinzie                      | 707-575-7900 |

|                                 |              |
|---------------------------------|--------------|
| <b>Volunteer Chair Emeritus</b> |              |
| Norma Nation                    | 707-525-9845 |

|                               |              |
|-------------------------------|--------------|
| <b>Communications Manager</b> |              |
| Peter Loughlin                | 707-704-6498 |

|                          |              |
|--------------------------|--------------|
| <b>Web Administrator</b> |              |
| Peter Loughlin           | 707-704-6498 |

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



## **STRAIGHT SCOOP**

### **December 2015**

*Climb Aboard  
December 19, 2015*

***Santa Fly-In:***

*Santa Flies In on a Helicopter!  
Fun for all! Goodies for the kids! Open Cockpits!*

#### **REMEMBER THESE DATES**

|                   |                        |  |
|-------------------|------------------------|--|
| December 16, 2015 | 7:00 p.m. - 9:00 p.m.  | PCAM Member Meeting & Holiday Party at Mesa Beverage |
| December 16, 2015 | 7:30 p.m.              | PCAM Board Member election ballots due               |
| December 19, 2015 | 10:00 a.m. - 4:00 p.m. | Santa Fly-In: FREE ADMISSION                         |
| January 20, 2016  | 7:00 p.m. - 9:00 p.m.  | PCAM Member Meeting at Mesa Beverage                 |

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