



Changes to Air Show Site Plan: If You're Working the Show, Come to the Next Meeting

By Nancy Heath

Site Layout Alterations

New developments are dictating that we make some changes to the Air Show site layout. The Executive Committee and the airport are working out the details and we hope to have everything figured out by the next Air Show meeting on July 15. We strongly encourage everyone who has a stake in the Air Show to attend that meeting, as these changes will affect you and the role you play.

Meeting: Wednesday July 15, 6:00 p.m. (immediately before the monthly member meeting), at Mesa Beverage, 3200 N. Laughlin Road, Santa Rosa.

Performer Reception September 25

Join us the Friday evening before the Air Show in the Redwood Hangar at Sonoma Jet Center. Doors open at 6:00 p.m. for dinner and drinks, and your chance to meet the pilots of the Canadian Forces Snowbirds, USAF F-16, Heritage Flight, and our other performances. There will be music, fun, a silent auction, and a 1940's USO cantina theme. Dress is casual to dressy. Mix, mingle, and enjoy for \$60.

Volunteer!

The good jobs are filling up fast, and we still need volunteers for everything from parking to ramp crews to selling beer. Contact Volunteer Coordinator David Kinzie at 415-279-8759, or davidkinzie@yahoo.com. 🌟

Vietnam Veterans Tribute day at PCAM



By Christina Olds

Join us at the Pacific Coast Air Museum from 10:00 to 4:00 on Saturday, August 15 for a very special day honoring Vietnam Veterans. It's an open-house, open-cockpit event marking the Congressional Commemoration of the 50th Anniversary of the Vietnam War. We are welcoming Veterans and the general public from all over the North Bay, serving our famous \$5.00 hot dog lunch from 11:00 to 1:00, and thanking the servicemen and women who served in Southeast Asia during the most unpopular war in America's history.

Admission to the museum is free to the general public on Saturday, August 15 10:00 to 4:00. Eleven Vietnam era aircraft cockpits will be open for you to climb aboard, and a ceremony honoring the vets will commence at 1:00 – featuring an honor guard, music and notable speakers – with a special commemoration certificate being presented to the Veterans. Do not miss this important event! 🌟

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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: Dragonfly/Butler Hangar Update



For those of you who were at the June 17th member meeting, the theme was the Final Countdown. We are very close to working out the major terms and conditions for the preparation of a term sheet to be approved by the County and the PCAM Board of directors.

One of the last things we needed were the appraisals for the Dragonfly office building, the small hangar, and the Butler Hangar. We received those from the county last month. The appraisals were \$5,000 for the office building, \$70,000 for the small hangar, and \$95,000 for the Butler. These amounts were based in large part by what the appraisal company felt these buildings could generate in the way of rents. We have the option to either purchase those buildings or rent them over a 15 year lease period. We would lease the land as we do now as the County maintains ownership of all the land that had been the Army Air Corps training base during World War II.

The Board of Directors and the Strategic Planning Committee have been meeting frequently to work out the details. We have also been meeting with consultants and supporters of the Museum.

I hope we have the final details worked out in the next few weeks. There are several key players who are on vacation right now but I will be meeting with them immediately upon their return.

The Butler Hangar at the Charles M. Schulz-Sonoma County Airport was built during World War II when the airport was a U.S. Army Air Corps training base. It is part of the property under negotiation for a potential expansion of the Pacific Coast Air Museum.

If I have anything to report soon, I will notify everyone via an E-Scoop email alert rather than wait until the next newsletter.

— Jim Sartain

July in Aviation History...

On July 16, 1957, Major John Glenn Jr. (USMC, and future astronaut) completed the first supersonic transcontinental flight across the United States. The plane Glenn flew on this record-setting flight was an F-8U Crusader, then the premier supersonic fighter of the U.S. Navy. The flight was from California to New York. The flight was part of Project Bullet, which was initiated to test the performance and abilities of the Crusader at high power over long distances. Average speed was 725.25 mph over 2,360 miles. The flight took 3 hours and 23 minutes. PCAM has an F-8U Crusader similar to Glenn's in its collection. This aircraft is on loan from the National Naval Aviation Museum at Pensacola, Florida. ★



A Beacon of Hope

Her right arm is lifted high in the air. Her face is stern, yet inviting. The torch that is continuously lit with that small shimmer of gold is the beacon of hope that calls to our nation. These chiseled features are what make up the face of freedom and liberty, the two things that make this country ours. She is our helping hand when we are low; she is our warrior when we can not fight our own battles. She is the optimism that we need when we fear we are going nowhere. She is knowledge, she is the Star Spangled Banner, she is the centennial celebration. She is Lady Liberty.

I've always wondered what it would be like to witness the astonishing beauty of this magnificent statue. The way she towers over her people is mesmerizing. A couple of days ago, I didn't think I would want to come here; I didn't want to be reminded of the horrific events that occurred just a few years ago. I didn't want to look America straight in the face and have her tell me that we were attacked because they despise us. I didn't want to remember. However, the sky was clear and blue, and she was the most enthralling shade of green that I just couldn't resist.

I walk up to the statue, as close as I can get, and I just stare, transfixed on the beautiful architecture of this fine work of art, the way she stands so tall, so proudly among her country, welcoming others in. The Statue of Liberty is and always will be my favorite thing to look at. Not only because of her beauty and design, but as well as the reason she is here. She stands tall because we have our freedom. She tells us that there is hope, so long as we keep marching forward. However, she also tells us that sometimes, there is reason for defense. Sometimes, there is a darkness in people that we have to stand up to, no matter how frightened we are. We have to protect ourselves when others want to inflict harm on us as a nation.

And now, I couldn't help but let my thoughts roam. I couldn't help but let my emotions wash over me. I was just four years old when it happened. I didn't fully understand. I remember my babysitter picking up the phone, and, in a panic, turning on the news. I sat on the floor as she stared at the two smoking towers on the screen, crying. I didn't know what was going on.

I imagine what it would be like for a child my age to have lost someone that day. She would be waiting for daddy to get home from work, and when bedtime came around, she'd wonder why he wasn't there to tuck her in. "Where's my dad?" she might ask her mother. All she would get in reply is a hug, and she'd be told that Daddy is in a place called heaven. She would miss him every day; she'd want to tell him how her day was; the little girl would go to sleep every night telling daddy she loved him, crying with mommy. The child wouldn't know any better.

Ever since I grew to realize what had actually happened, I have been enraged with the monsters behind the death of the so many fathers, mothers, siblings, and friends who died that day. It's not fair. We didn't deserve this tragedy. This nation as a whole felt the impact of the 9/11 attack, and people who weren't even affected felt the pain of the situation.

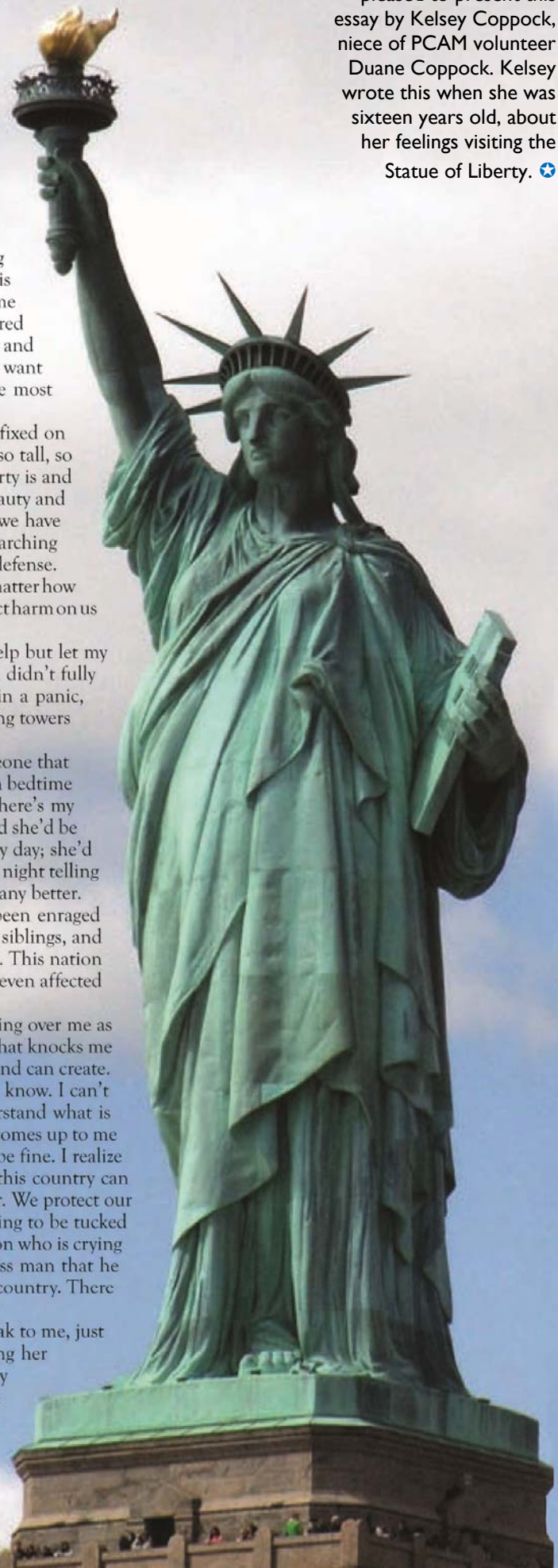
As I am thrown back into the present, all of my feelings are sweeping over me as if I am being hit by a strong wind. A wind that takes my breath away, that knocks me over, that makes me understand the true atrocities that the human mind can create. I'm overwhelmed with sympathy and grief over the lives I didn't even know. I can't seem to stop crying in front of all of these tourists who don't understand what is wrong with me. As soon as I think this to myself, a complete stranger comes up to me and asks if I need help, if I am okay. I look up slowly and say that I'll be fine. I realize in this moment that there is hope. There is hope not only because this country can protect itself in the face of menace, but we can also protect each other. We protect our friend who just lost their father, we protect our daughter who is waiting to be tucked in... but the clearest signal of hope is the stranger who will help a person who is crying to herself. The stranger who will lend a helping hand to the homeless man that he has never seen in his life is the sign that there is still goodness in this country. There are still people who care.

As I look at Lady Liberty one last time before I leave, I feel her speak to me, just as the mother did when her daughter was crying in her arms, missing her father. I feel a sense of peace and comfort as I drive home. I know in my heart that I will be okay. Everything will be okay. There is hope. There is courage, there is knowledge, and there will always be hope.

Kelsey Coppock

Text © Copyright Kelsey Coppock

In honor of the Independence Day holiday, we are pleased to present this essay by Kelsey Coppock, niece of PCAM volunteer Duane Coppock. Kelsey wrote this when she was sixteen years old, about her feelings visiting the Statue of Liberty. ✪



Comstock Maker Camp visits PCAM on June 19th.

By Christina Olds

Over 100 youngsters from all over the Santa Rosa City School District came together in June for the annual Comstock Maker Camp, inspired by the Maker Faires that began in the Bay Area years ago and are now held around the world (<http://makerfaire.com>). The camp provides extended hands-on learning opportunities to encourage middle school youngsters to step away from their video games and actually make something. Teams of kids worked on projects linked to what they learned in school through science, technology, math and art classes. The children used combinations of erector sets, PVC pipes, LED circuit lights, fabric, LEGOs, membrane aerofoam, and found objects to invent and construct imagined and purposeful items.

Here at PCAM, we led the groups in a lively discussion about many inventions that originated from the aviation and space technology world. The kids were surprised to learn about common items that were products of simple fooling around: the Super Soaker, foil space blanket, water filters, cordless power tools, shoe insoles, ear thermometer, invisible orthodontic braces, and so much more.

The Comstock Maker Camp culminated with their own Maker Faire event on July 2nd. Projects were presented to parents and the public. We think there may be at least one member of that group who will be working for NASA when humans land on Mars in 2030! ✨

A-26 Gets a Visit from One of its Creators

We were honored on June 16 to receive a visit from Sara Scofield Leech and her family. Sara was a master template maker at Douglas Aircraft in Long Beach, California, during World War II, and converted plans of the Douglas A-26 Invader into machine tooling. Her family brought her to PCAM for her 94th birthday so she could visit an authentic A-26. Much of the family came, including four of her grandchildren, her granddaughter in law, two of her sons, a daughter in law, and her caregiver. Happy birthday Sara! ✨



Front: Albert, Sara. Back: Sarah Congdon Leech, John, Phillip, Angeline, Brian, Bianca, Kay Dixon Leech, Christina Barini

Gift Shop July News: Air Show Tee Shirts

Tee shirts are in! Get yours now and start promoting the Air Show now! Tee shirts are one of the best ways to promote a local event like this, so wear yours all around town and help get the word out.

We have several types and sizes, ranging from \$14.99 through \$19.99. 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! ✨



PCAM Flight Wing BD-4 Takes to the Sky

By Lynn Hunt

The PCAM Flight Wing recently flew another aircraft, the second one to take to the skies. This was the BD-4 which was donated by Bob Hoey of Lancaster, California. Bob is a retired flight test engineer who worked at Edwards Air Force Base from the 1950s through the 1980s. He was present during the most exciting time in aircraft development history and was right in the middle of it, and as such has lots of stories to share. We are working to get him as a guest speaker for one of our member meetings.



Bob built the BD-4 and flew it for over 1100 hours before donating it to PCAM. Having a homebuilt in an air museum might seem odd to some but you need to know the history of the BD-4.



The Bede-4 in the Flight Wing hangar.

Based on previous work with innovative light aircraft, the BD-1 (eventually developed into the American Aviation AA-1 Yankee) and BD-2, Jim Bede designed the BD-4, the first real "kitplane" in the world. The design was based on a high-wing cantilever monoplane of conventional design, able to be fitted either with tailwheel or tricycle undercarriage, as the builder chooses. The builder was also able to choose between building a two-seat or four-seat version. Bob built our aircraft as a four-place tailwheel model.

Jim Bede's intention was to have people with little or no fabrication experience start with a set of comprehensive plans and work up to a "bolt together" operation, with complex components provided from the "factory." In order to simplify construction, there were few curved surfaces and most of the fuselage was made up of flat aluminum sheeting. The only major components with compound curves were the engine cowling and landing gear spats which were made of fiberglass. The fuselage is constructed of aluminum angle braces bolted together to form a truss frame. An innovative wing structure employed a "panel-rib" constructed in sections consisting of a rib whose upper edge was "extended" horizontally to become one section of the wing surface. The wing was progressively built up by sliding these sections together over the tubular spar and fastening them together where they met. Although the original wing design was easy to build, the current BD-4B features a redesigned, more conventional, metal wing with a tubular spar bonded to honeycomb ribs.



Bede-4 interior.

Bob's BD-4 has held up well over the years, a true testament to the overall design and to Bob's craftsmanship and ongoing maintenance. The BD-4 will make a great ride aircraft giving its passengers a feel for a high performance sport aircraft combined with comfort and user-friendly design qualities.

Next month we will report on the aircraft's performance and flying qualities. ✪

Mike Hauser Algebra Academy Visits KSTS

By Joshua E. Hochberg

On June 11 and 12, the Charles M. Schulz - Sonoma County Airport (KSTS) received a special visit from 16 Healdsburg High School students participating in the Mike Hauser Algebra Academy.

The Mike Hauser Algebra Academy is a partnership between local educators and businesses to give freshman students for whom English is a second language a direct learning experience to help them learn algebra. Over the course of the three-week program, students visit some of the largest employers in Sonoma County, where they participate in a daily algebra lesson given by a credentialed math teacher. The students interact with engineers and professional staff, who share with the students what they do and why it is important to learn math and science. The students are given tours of the workplace while observing demonstrations and participating in hands-on activities. As a result, students can better organize their thoughts, solve problems through logical reasoning, and draw connections between the importance of studying algebra and the possibilities of future careers.



At the Sonoma Jet Center hangar, local pilot Doug Clark made a lively presentation about flying and aircraft maintenance. Students learned first-hand from professionals how mathematics applies day in and day out to important and interesting careers.



Also at Sonoma Jet Center, this Cirrus served as a demonstrator for aerodynamics and flying in general.

On their visit to KSTS, the students were hosted by Doug Clark of Metier, Inc. and Josh Hochberg of Sonoma Jet Center. On their first day, the students toured a Lear Jet and discovered why business aircraft are important. They learned about aviation careers including pilot, aircraft mechanic, and aeronautical engineer. Kevin Quirk taught the students about aircraft construction techniques and what it takes to build your own aircraft. And the students enjoyed a trip to the Pacific Coast Air Museum where Duane Coppock provided an algebra lesson involving a Grumman Albatross.

On their second day at the airport, the students were given a tour of the control tower. They learned the principles of flight from Andy Werback and Doug Clark. And they toured three different general aviation aircraft. At the end of the day, they enjoyed a barbecue lunch on the Sonoma Jet Center patio where they were able to reflect on their new-found knowledge of the airport. The students plan to return to the airport soon for a flight experience with local pilots.

The airport visit was a great success. At the end of the day, one of the students remarked, "Why is the algebra academy only three weeks? I wish it lasted all summer long." ★

In Case You Missed It: June 17 Member Meeting Guest Speaker... Bestselling Author Dale Brown: From Bombers to Books to Benefit Flying

By Peter Loughlin

On Wednesday June 17 the guest speaker at our monthly member meeting was Dale Brown, bestselling author and retired U.S. Air Force captain. He spoke about his experiences as navigator aboard B-52 Stratofortresses and FB-111 Aardvarks. He also related how he became an author and described his current activities flying with two volunteer relief organizations.

Dale is from Buffalo, New York and graduated from Penn State University with a degree in Western European history. He likes history because it is storytelling, and has always enjoyed writing. In his early years he wrote for his high school, university and local free newspapers, and later for various Air Force base newsletters. He got his commission from the Air Force in 1978 and had lots of adventures there, but the writing was always in the background.

B-52s: A Good Assignment

Dale attended Air Force navigator school at Mather Air Force Base, California, near Sacramento. Upon graduation, Dale requested assignment to B-52s at Mather, in part because it was just a couple hours from Lake Tahoe, which he loved.

He also loved the B-52. It was a great assignment for a young lieutenant. The job had lots of responsibility, and though the pilot was officially in command of the plane it was the navigator who told the pilot and the rest of the crew where to go, how to find the tanker, when to begin descent, when to turn towards a target, and so forth. No one knew where to go or what to do unless he told them.

The Missions

A typical B-52 mission was five to seven hours. Dale's job was nuclear alert during the tense waning years of the Cold War. Nuclear alert required the B-52 crew to be on base for seven days at a time, ready to take off at any moment in their nuclear-armed bomber.

They had different duties the rest of the month. After each alert week they had three days off and could not be recalled to duty unless there was an actual war. Being so close to his beloved Tahoe, Dale always spent his free time there.

Dale showed three videos of B-52s, dropping iron (conventional) bombs, refueling from KC-135s, taking off at 30-second intervals with KC-135s, and – most chillingly – dropping a dummy nuclear bomb or “shape” at low altitude.



Bestselling author Dale Brown told us about navigating B-52s and FB-111s, and doing “laydown” deliveries of practice nuclear “shapes” in preparation for the real thing.

The takeoff video was remarkable for the concentrated noise, smoke, and activity. During a drill the planes were at 30-second intervals but in

the event of an actual nuclear attack they could go down to twelve seconds. After the first plane departed the rest would fan out at different angles to avoid wake turbulence. They would rendezvous with the tankers at the first refueling point, then head to the anchor point or failsafe point, which is a big virtual box over the arctic.

How to Drop a Nuclear Bomb

They would train for “laydown delivery” bomb runs at ranges around the American West, including the Red Flag wargames in Nevada. They'd approach the target at 200 to 500 feet off the ground, launch chaff, jam simulated Soviet radar, and drop their shapes on the target from this low altitude.

In the video of the simulated nuclear drop we see a B-52 streak low across the desert, its bomb bay doors open. A streamlined metallic

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This poor quality image from a low-resolution video shows the laydown delivery of a practice version of a B-83 nuclear bomb, called a “shape.” The B-52 that dropped it is at the top. The orange spot in the middle is the bomb itself. The yellow wedge behind it is the shroud lines, and the white bulge at left is the opening parachute canopy. It was dropped from about 500 feet.

shape falls out. Instantly, a tiny parachute pops open, which pulls out a larger parachute that opens just in time to float the shape to the ground. It takes only a few seconds.

Dale’s B-52 carried four B-61 or B-83 “gravity weapons” and eight short range nuclear attack missiles. These missiles were for destroying enemy air defenses on their way in to the target. Once over the actual target, they would release a gravity bomb and it would detonate 70 seconds after it hit the ground. Theoretically, that was long enough for a B-52 at its top speed to get six or seven miles away and not be destroyed by the fireball.

They were told they had a good chance of surviving such a mission during a hot war, but in hindsight he realizes very few crews would have made it. Still, they had charts and flight plans for getting to a multitude of airports in the Far East where they could potentially land and refuel, assuming there was fuel to be had. They actually practiced this, landing at remote bases and refueling their B-52 with hand pumps.

An Eye-Opening Experience

One night in 1983, something happened that changed his whole perspective and really launched him on his writing career.

At least once during their alert week, the horn would blow and they would scramble to their airplanes to practice rapid launch. Always, the coded commands would state that it was just a drill. This time, they had already had their drill that week. But then the horn sounded at about 9:00 p.m. When they got to the plane, his coded orders stated that this was an actual event, not a drill. They were to prepare for a nuclear attack, taxi to just short of the runway, and hold there.

The crew was in disbelief, clustered around Dale and asking him questions (remember, the navigator received all the information about where they were going). They started the engines and rumbled towards the runway. To protect their vision, the pilots put on special visors that instantly darkened to opaque in the event of a blinding nuclear flash, and the rest of the crew put on lead eye patches. Then they sat and waited. And they waited. For about ten minutes they waited, not knowing if this was the end of the world. Finally, they received new orders to stand down, and taxi back and shut down.

What had happened? The U.S. and its NATO allies were holding the Autumn Forge war games in Europe at a time when Soviet paranoia was at an all-time high. The Soviets got wind that President Reagan and several top staff members were all going to meet in relation to these war games, and decided it was a prelude to a U.S. attack. The Soviets put their bombers and missiles on alert and in response, the U.S. did too. Things began to spiral. It all got sorted out, but not until our entire bomber fleet was ready to take off and actually nuke the Soviets.

The next morning as Dale left the base, he drove past a crowd of “Grandmothers for Peace” protesting nuclear weapons. He wanted to stop and ask them if they had any idea just how close they had come that night to going to World War Three, and did they know that

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the only thing stopping the Soviets from launching unprovoked were our own nuclear weapons and bomber crews like the ones at Mather?

At that point, he realized that his role in life would be to explain to the rest of the country and the world just how these bombers and bombs worked, how they were handled, and how they deterred attack. He knew then that he would write, and help open peoples' eyes to the facts of nuclear deterrence and the immense gravity of being part of the force responsible for it.

Autumn Forge Exercises

Read more about Autumn Forge, the 1983 exercises that so frightened the Soviets that they prepared to launch a pre-emptive nuclear strike against the United States.

Learn more:

<http://www.theatlantic.com/international/archive/2013/05/the-ussr-and-us-came-closer-to-nuclear-war-than-we-thought/276290/>

Launching a Writing Career

After his long stint navigating B-52s he cross-trained on the FB-111, a supersonic swing-wing strike bomber. It was a remarkable piece of equipment, able to fly extremely low and extremely fast, using terrain-following navigational radar. It had a crew of two, the pilot and navigator. It was aerobatic, and could execute high-G maneuvers.

But some of the shine had worn off the Air Force in his view. He loved flying, but the awesome FB-111s were being phased out and he didn't like some of his additional duties. He found that he was drawn more to writing. He had been penning his first novel for several years while waiting on alert. He eventually left the Air Force as a captain in the mid-1980s.

Flight of the Old Dog was his first piece of fiction and like most first novels it was an "autobiographical fantasy" of what he would like to do. In it, the naviga-

tor takes control of a B-52 on a top secret strike deep inside the Soviet Union, accomplishes the mission, saves the crew, saves the airplane, and gets the girl. He finished the manuscript and sent off about 100 query letters to publishers. One told him he needed an agent, and he eventually found George and Olga Weiser. They wanted sample chapters. Then they wanted the whole book. Then they wanted to meet him in person, in New York.

His excitement mounted. He drove down from Massachusetts, and found them in a tiny little office crammed full of manuscripts and two desks. George handed him his manuscript back, with dozens of notes sticking out of it, and told him in no uncertain terms, "Fix it." Dejected, he took it home.

He was forced to admit that George was right. His manuscript described in painstaking detail how a B-52 mission was flown from start to finish, down to the function of the last button, circuit breaker, and switch. But readers did not want all that detail. If it didn't advance the story, it had to go.

So he cut out about 30% of it. The book sold well, much to Dale's surprise. Its success led to a contract for two more. He began to make money. Then (wonder of wonders!) there came a contract for three more books but alas, in his low expectations Dale had crashed the Old Dog and killed off most of the crew, "sending them out with a bang in **Day of the Cheetah**"

No matter. It's fiction. He found a good reason to keep his protagonist (Patrick McLanahan) alive, and send him off on missions in about twenty of the twenty-six books he's written since then. Writing for him is a full-time eight-to-five job. He's obviously very satisfied with his career as an author, and why not? It's enabled him to fulfill his dream of living on Tahoe's North Shore.

Benefit Flying

Dale took his first flight when he was sixteen and eventually got his private pilot's license while he was in the Air Force. Now he flies a Cessna P210 and flies missions for Angel Flight West, a nonprofit, volunteer-driven organiza-

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tion that arranges free air travel for people with serious medical conditions. It's fun and rewarding, and you get to choose your missions. He recently flew two young burn patients from Fresno back home to Chico after they'd been on a campout in Yosemite.

He is also squadron commander and mission pilot of the Douglas County Composite Squadron (Nevada Wing) of the Civil Air Patrol (CAP), the official auxiliary of the U.S. Air Force. They perform volunteer search and rescue, disaster relief, surveillance, and many other missions in support of the U.S. Air Force and other government agencies. He first got involved with them in 2007 during the search for renowned aviator Steve Fossett, who disappeared in a light plane over the Sierra Nevada Mountains.

Dale highly recommends both Angel Flight West and the CAP to all pilots who want to give back to the community and who might want a tax deductible reason to fly their airplane.

For those of you who are fans of his books, have no fear. Dale seems set to keep writing them for another twenty eight years, if not longer. What happens in the next installment? Find out for yourself. his next book, **Iron Wolf**, is due out on August 25.

All of us at the Pacific Coast Air Museum express our thanks to Dale for flying out to talk with us.

About Dale Brown

Former U.S. Air Force captain Dale Brown is the superstar author of 26 best-selling action-adventure "techno-thriller" novels, starting with **Flight of the Old Dog** from 1987. Dale is perhaps best known for his Patrick McLanahan series, which includes 20 books. He is also the co-author of the best-selling **Dreamland** techno-thriller series, story writer and technical consultant of the **Act of War** PC real-time strategy game published by Atari Interactive, and story writer and technical consultant of the **Megafortress** PC flight simulator by Three-Sixty Pacific. Dale's novels are published in 11 languages and distributed to over 70 countries. World-wide sales of his novels, audiobooks, e-books, and com-

puter games exceed 15 million copies.

In addition to his qualifications as navigator-bombardier, he completed the grueling three-week U.S. Army Airborne Infantry paratrooper training course at Fort Benning, Georgia in 1977 and served as a navigator instructor and instructor on aircrew life support and combat survival, evasion, resistance, and escape. He is the recipient of several military decorations and awards including the Air Force Commendation Medal with oak leaf cluster, the Combat Crew Award, and the Marksmanship ribbon.

Dale Brown is a Life Member of the Air Force Association, U.S. Naval Institute, National Rifle Association, and the Pacific Coast Air Museum. He is a multi-engine and instrument-rated private pilot and can often be found in the skies all across the United States, at the controls of his Cessna P210 Centurion. On the ground, Dale is a youth soccer referee and referee instructor and enjoys tennis and scuba diving. Dale, his wife Diane, and son Hunter live near Lake Tahoe, Nevada. ✪

Donations and Life Memberships

By Christina Olds

We recently awarded life memberships to some very important people. These generous donors contributed aircraft to the Pacific Coast Air Museum, all of which were inducted into the Flight Wing. They each received a membership card embellished with our Flight Wing sticker, and our perpetual gratitude for helping us build out the Flight Wing into an important and vibrant arm of the Museum.

- ✪ Duane Doyle, for the Grumman C1-A
- ✪ William Montague, for the Grumman C1-A
- ✪ John R. Felton, for the Alon A-2
- ✪ Marcia Dunn, for the Cessna 170
- ✪ Tom McGinley, for the Beechcraft Musketeer
- ✪ Robert G. Hoey, for the Bede-4 (BD-4)
- ✪ Kevin Ryan, for the Piper Comanche
- ✪ Linda Freese, for the Rearwin Sportster and the Kestrel Sailplane
- ✪ Diane Beer, for the Stinson Voyager

July 15 Guest Speaker:

PCAM Director of Operations Christina Olds: "U.S. Air Force and Allied Readiness In South Korea"

July 25th is the 65th anniversary of the start of the Korean War in 1950 when 135,000 North Korean troops invaded South Korea. The war ended with a cease-fire in 1953, which remains in place to this date under tense



circumstances. PCAM Director of Museum Operations Christina Olds made a visit to Korea in April at the invitation of her father's former outfit, the 8th Fighter Wing now based at Kunsan Air Base. She will report on our current U.S. military and United Nations presence and readiness in the critical role of protecting South Korea from North Korea's repressive and aggressive regime. Aided by many photographs, Christina will also show the stunning economic achievements of South Korea's modern culture and their influence on the global economy.

About Christina Olds

Christina Olds has been Director of Museum Operations for the Pacific Coast Air Museum since January 2013. She is the daughter of famed fighter ace and Air Force General Robin Olds, and the author of the book "Fighter Pilot; Memoirs of Legendary Ace Robin Olds." She is well connected within the United States Air Force, Pacific Coast Air Museum, and Air Show communities, and is a regular speaker at functions hosted by aviation groups, veterans' groups, air shows, civic groups, and similar organizations. She holds a Bachelor of Arts Degree in English/Creative Writing from Vassar College in New York.

Time and Location:

Wednesday, July 15, 7:00 p.m.
Mesa Beverage Company, Inc.
3200 N. Laughlin Road. Santa Rosa, CA ★

Next Hot Dog Thursday August 6



The July 2 Hot Dog Thursday was well attended as people tuned up and got their taste buds in order for the Independence Day weekend. It was a very pleasant day, with plenty of either sun or shade for our guests to enjoy.

Join us for the next one on August 6 between 11:30 and 1:30. \$5.00 covers your admission, a large hot dog, chips, and soda or water (\$4.00 for members). Ice cream is available at an additional charge. Hot Dog Thursday is an important Museum fund raiser, and a great way to get out of the office for an hour or two.

Sponsors for the July Hot Dog Thursday are were:



We thank [JDH Wealth Management](#) and [Sanderson Ford](#) for sponsoring the July 2 Hot Dog Thursday.

If you would like to sponsor a Hot Dog Thursday, contact Roger Olson at 707-396-3425. ★

Air Show Flashback

The Red Stars fly the Cold War era Chinese CJ-6 trainer. They are one of the rare civilian groups certified to fly close formation like this. They always put on a great show and they'll be back for this year's Air Show, September 26-27!



©Peter Loughlin

Aviation Explorer Post 707 Final Meeting

By Allan Olson & Maggie Johnston

Aviation Explorer Post 707 held its final meeting Sunday June 7th.

The Post was established in 2009 and served many teenagers and adults while at the same time introducing them to our sponsor, The Pacific Coast Air Museum.

Some events and activities over the years include:

- Begin restoration on the C-118 and present it at the Wings Over Wine Country Air Show
- Behind-the-scenes tours of REACH Air Ambulance, Kaiser Air, Horizon Air baggage screening, and STS Control Tower
- Participating with PCAM in local parades
- Annual fund raising raffle at PCAM's Santa Fly-In
- Up close and personal guest speakers including air racer and record setter Will Whiteside, commercial UPS pilot Don Johanson, and an aviation agent from the Drug Enforcement Agency (DEA)
- Donated and installed lamps on bridge

The meeting included three flights: two for our deserving Explorers, Post President Jeff Morris and Vice President of Technology Zack Schieberl, and one for our deserving Post Advisor Maggie Johnston.

Lynn Hunt held pre-flight instructions and then piloted the beautiful classic and classy T-28 as he flew his guests over the Vineyards and Pacific Coast for a memorable finale. We express our gratitude to Duane Doyle for providing the airplane.

The afternoon ended in style over pizza and a presentation of \$600 and a picture of "Steadfast" signed by Will Whiteside from the Aviation Explorer Post 707 to Lynn Hunt, representing the Flying Wing of the Pacific Coast Air Museum. ✪



Left to right: Back row: Roger Olson, Allan Olson, pilot Lynn Hunt, and Post Advisor Maggie Johnston.
Front row: Jeff Morris, Zack Schieberl.



Zach ready to go.



Jeff in the back seat, Lynn in the front.

Ray Smith on Flying the F8F Bearcat

By Ray Smith

Editor's Note: One of the great advantages to being involved with an organization like the Pacific Coast Air Museum is that you get to meet and talk with men and women who have flown some of the most famous high-performance aircraft the world has known. One of my personal favorites has always been the Grumman F8F Bearcat so I was very pleased a couple years ago when I met Ray Smith, PCAM member and volunteer. For much of his Navy career he flew twin-engined Grumman S-2 Tracker antisubmarine aircraft from aircraft carriers, but his early training was in fighters. And one of them was the F8F. Here's Ray's description of his first experience flying the Bearcat.



Ray graduates from Bearcat training, April 29, 1953

Fall, 1952

I did the last of my basic training at Bronson Field, northwest Florida. A bunch of us guys had gone through the whole Basic Training routine and made our six carrier landings in North American SNJs. Now, as brand new Advanced Training Cadets, we got onto a bus for a five hour ride to Kingsville, Texas.

We had made requests for single engine or multi engine training. I had requested jet training, but that class was no longer accepting applicants, so I was assigned to training in F8F Bearcats. We had about a week and a half ground school on the airplane. Then we were given g-suit flight gear and hard hat helmets to replace our fabric ones. We were assigned to an eight-member flight and told what time to be in our flight gear for a preflight lecture. An instructor took us out to a plane, we performed a preflight inspection, and were taught how to climb in. The instructor verified that we had learned the position of all the controls, switches, and instruments. There was no two-seat trainer version of the Bearcat. It was climb in and go.

Summary of the instructions:

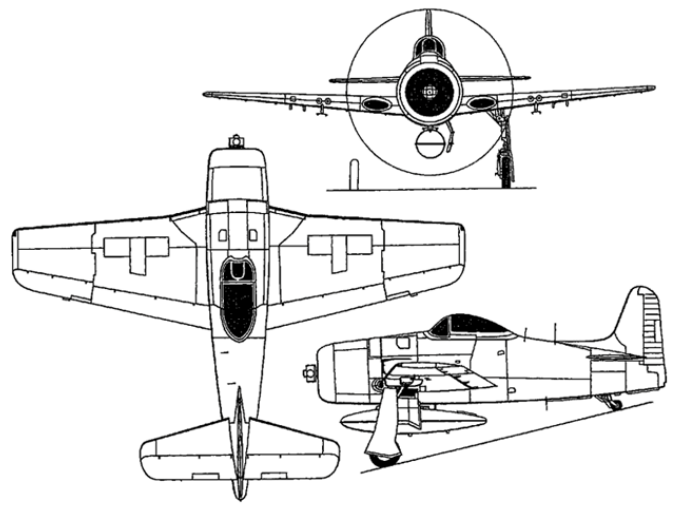
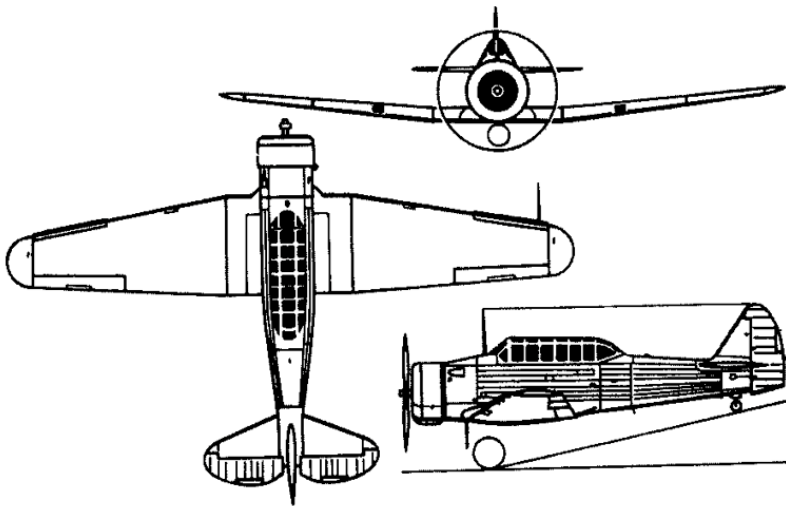
- Expect to use a lot of rudder to overcome prop torque, to keep the plane going down the center of the runway.
- Add power slowly.
- Stay below 500 feet until you pass the pump house about a quarter mile past the end of the runway.
- Turn right, climb to 5,000 feet, and join up around the three oil rigs out west.
- When taxiing, make S turns so you can see past the nose and keep the area ahead clear. The flight would taxi as a group.
- We were told the tower frequency, instructor frequency, and when to change. Also the flight's call sign.

We were assigned an aircraft and told to man it. It was a beautiful morning, no clouds, light winds, and visibility 60 miles. Perfect for a short orientation flight.

Some of the flight had taken off, but I didn't pay attention as to *where* they had lifted off. I taxied into position and the tower cleared me for takeoff. I smoothly added power and kept applying rudder to keep it centered on the runway until my leg was fully stretched and my knee cap locked in order to maintain sufficient rudder.

The SNJ had a roll of 600 or 700 feet before it was ready to lift off. I was in a much more powerful airplane. My first big surprise was that the plane was accelerating a whole lot faster and was unexpectedly airborne while I was concentrating on staying on the center line. I crossed the end of the runway looking for the gear and flap handles. My second big surprise was that the airspeed indicator was spinning faster than a second hand, and the world was passing very fast. My third surprise was how fast I reached that pump house where I was supposed to turn to start my climb, but the altimeter already indicated 5000 feet. And all that took only as long as it took you to read this, from the

Continued on next page



Left: North American SNJ Naval trainer, and Right, Grumman F8F Bearcat fighter. These drawings are at approximately the same scale. Ray went right from the fairly sedate SNJ to the hotrod F8F. There was no two-seat trainer version of the F8F.

Continued from previous page

moment I added power for takeoff.

I was a passenger in a single-seat airplane. That is to say, it was in charge and I was more or less just hanging on. I got the RPM down to cruise and joined up with the flight. I started to mentally catch up with the airplane when I landed just within the first third of the runway. My instructor's main comment to me was "Next time land closer to the numbers."

It took about three flights for our claws to start to come out and become young tigers.

The F8F was a small lightweight design for speed, maneuverability, and rate of climb, and to beat the best Japanese aircraft and operate from small escort carriers. The Navy also realized it would be great for intercepting kamikazes. It could go from the start of its takeoff roll to 10,000 feet in just over 2 minutes. I had gone straight from the SNJ to the Bearcat. To compare the two, the SNJ had about six hundred horsepower and a two-blade, nine-foot propeller. The Bearcat had about 2,250 horsepower and a four-blade, 13-foot prop. The SNJ had a 42-foot wingspan and the Bearcat had a 36-foot wingspan. The SNJ could climb at 1200 feet per minute and the F8F could climb at 4468.

The best flying in a Bearcat was being the last guy in line during a tail chase of eight airplanes. The instruc-

tor would make tight wingovers trying to sling you out wide, all the while chipping away over the radio with "stay in formation." We had to use "balls to the wall" settings (prop pitch set to high, full throttle, mixture set to full rich) just to stay with him, and then back to power off with full high pitch to act as an air brake to not overshoot him. Then on the straightaway going back to cruise settings, and learning to match your prop to the instructor's and to reset the mixture until the operation occurs unconsciously. That was fun stuff.

By the time I flew it, the F8F was being outclassed by jets but it was used as an introduction to high performance aircraft, formation flying, cross country, night formation, and night cross country. It had a 4g limit because of minor wing cracks.

For dive bombing and gunnery training, they transferred us to F6F Hellcats. On the first takeoff attempt, I crossed the runway intersection without being airborne, got concerned and cut my throttle. I got another plane, only to find that it took the same distance to get to lift off. There was nothing wrong with the planes. I was just so used to the high performance Bearcat that climbing into a Hellcat was like going back into the SNJ in comparison.

The Bearcat was really a spectacular airplane to fly. Once you learned it, it would do anything you wanted it to. ★



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>



STRAIGHT SCOOP

July 2015

Climb Aboard
July 18-19, 2015
Korean War Weekend:
A-26 Invader F-86H Sabre Jet
RF-86F Sabre F-84F Thunderstreak

REMEMBER THESE DATES

July 15, 2015	6:00 p.m. - 6:45 p.m.	Air Show Meeting at Mesa Beverage
July 15, 2015	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
August 6, 2015	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
August 15, 2015	10:00 a.m. - 4:00 p.m.	Vietnam Commemoration open house, Ceremony at 1:00
August 19, 2015	6:00 p.m. - 6:45 p.m.	Air Show Meeting at Mesa Beverage
August 19, 2015	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
September 3, 2015	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
September, 2015:		No Member Meeting this month.
September 26-27, 2015	9:00 a.m. - 4:00 p.m.	Wings Over Wine Country Air Show

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