

## Regular AOA Patrol Volunteers Needed to Keep TSA Away

### Help Keep the Doors Open by Taking a Regular Shift

By Christina Olds



AOA Patrol is fun and relaxing. Here, Roger Klein explains some of the planes to visitors.

The feeling of the urgent “call to arms” over our permanent AOA Badge Patrol program has subsided, but it’s still challenging to find volunteers to watch our fences on a weekly basis. My sincere thanks to all the “regulars” who constantly step up to fill the slots last minute in response to my emails, but those folks constitute only about 10% of the AOA badged people who initially responded to the call for help. Nobody likes this restriction imposed by the TSA, but there is no way around it until we can build a permanent 8-foot TSA-approved fence... which can't be done until we know whether we're moving over to the DragonFly location or staying where we are.

Remember, TSA requires us to close the field if we can't get a volunteer with an AOA badge to be there when visitors are present. So far you've managed to keep our doors open! The TSA is very serious about us maintaining this patrol, and they have tested us a couple times. So far we've passed but the need will not go away anytime soon.

We can't afford to disappoint visitors who drive out to the Museum only to be told we can't let them in. This would ruin our reputation. We're a great destination, and we literally get people from all over the world. In April, Dr. Reginald Byron and his wife, son, and grandson visited us. He's a key figure with the renowned Tangmere Military Aviation Museum in England. Two weeks ago a couple from Holland drove half a day out of their way to see us. Thanks to our AOA Patrol we are able to allow these and all our other important visitors in.

Closing for a day also means over \$100 in lost Gift Shop sales and admissions.

AOA Patrol is fun and relaxing. You're not a tour guide. You just watch the fence, and check for an AOA badge if anyone tries to cross it. Sometimes there are rewards like food and flights in classic airplanes courtesy of the Flight Wing (see page 5)!

Our greatest need is for people who can commit to the same two-hour shift on the same day (or days) for a few weeks running. But if you can take any two-hour shift, let us know. Call the Museum at 707-575-7900 or email [admin@pacificcoastairmuseum.org](mailto:admin@pacificcoastairmuseum.org) to volunteer. We need you! 🌟

### In This Issue

- Regular AOA Patrol Volunteers Needed: Keep TSA Away ..... 1
- President's Message..... 2
- June in Aviation History..... 2
- Pig BBQ June 20..... 3
- Gift Shop June News ..... 3
- Vietnam Veterans:  
We Want Your Stories..... 4
- Acquisitions Report ..... 4
- Open Letter to PCAM Flight Wing ..... 5
- To the Flight Wing: Thanks for the Flight! ..... 5
- May Guest Speaker:  
Tom Byrne: A Tanker Pilot's Story ..... 7
- June Guest Speaker: Bestselling Author Dale Brown..... 10
- PCAM Parade Float ..... 11
- Hot Dog Thursday July 2 ..... 11
- Flown West: Bill Carpentier .. 12
- Air Show Volunteers Needed.. 12
- MiGs, Drones, & Parachutes: CJ Stephens, Part III ..... 13
- PCAM Directory..... 15
- Events & Climb-aboard....Back

### 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:

### Volunteers Needed and Status on Dragonfly Property

As a follow up to the Membership Meeting of May 20<sup>th</sup>, I want to again ask for volunteers for a number of areas. If any of you are in a position to help, we want to hear from you.

And remember my networking idea from April? **If you know of anyone else who can help, talk to them.**

**Please contact David Kinzie, our Volunteer Coordinator, for any and all positions!**

Specific areas that can use additional help (and secondary contacts):

- Pig Feed (June 20<sup>th</sup>) - contact Anthony Marinelli
- Admin Office – contact Christina Olds
- Gift Shop – contact Mike Lynch or Alan Chensvold
- Tuesday/Thursday Teams – contact Christina Olds
- AOA Badge Patrol – contact Christina Olds or Denny Hutton
- Air Show (Sept 26<sup>th</sup> and 27<sup>th</sup>) – contact Nancy Heath; President's Club – contact Don Mackenzie
- Vietnam Weekend (August 15<sup>th</sup> and 16<sup>th</sup>) – contact Christina Olds
- Hanger Sale – contact Chuck Root or Lynn Hunt

### Dragonfly Property Update:

Our Strategic Planning Committee has been meeting regularly with the Airport and we just about have everything we need in order to discuss details with the Board of Directors. We have one further meeting scheduled with the Airport later this month. I hope to announce where we are with this proposal at our June 17<sup>th</sup> Membership Meeting.

Thank You Everyone!

— Jim Sartain

## June in Aviation History...

In June 1955, the movie *This Island Earth* premiered. It now ranks as a cult classic. The plot involves an alien race that comes to Earth with nefarious intent. Two scientists discover the truth. They escape from the alien facility in an airplane, but get sucked up into a flying saucer (no joke, folks.) The plane was a Stinson 108 Voyager, nearly identical to the one in the PCAM collection. This is a Flight Wing aircraft, and is fully operational. Your editor was privileged to get a flight in it and let me tell you, it's a load of fun. Despite a high cheeziness factor, *This Island Earth* has some good flight scenes involving the Stinson, a T-33, and a DC-3. But don't say I didn't warn you about the low-cost special effects and the rubber-suit mutant. 🌟



## Annual Western Pig Barbeque June 20

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

Mark your calendars for June 20! Write it down. It's an important day.

Your hard-working board of directors will knock their collective socks off setting up, cooking, serving and even cleaning up after a most fabulous meal of BBQ pork, Caesar Salad, chili and bread. This is the board's opportunity to say thanks to all the members who do so much.

Tickets are \$15.00 per person. Children under 6 are free with parents. Beer, wine, soda, and ice cream are extra. Live music will be provided by Rose Town Soul.

**June 20, 2015**

**5:00 p.m. - 8:00 p.m.**

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

The Pacific Coast Air Museum thanks the generous folks at [Task Mortgage and Investments, Inc.](#) for sponsoring the 2015 Western Pig Barbeque! ★



## WESTERN PIG BAR B QUE



### Gift Shop June News: Kids' Jackets

We're gearing up for the Air Show, and we've got a great assortment of kids' jackets. Our Canadian Forces Snowbirds jackets are really popular with the kids, as are our more traditionally styled bomber and military jackets.

We have several types and sizes.

Prices range from \$39.99 through \$54.99 depending on size and style.

**Get your discount!** Museum members get a 10% discount on these and all regularly priced merchandise!

### We Need Your Help!

We need volunteers to help us staff our very successful Gift Shop. It's fun, it's friendly, and it's one of the Museum's most important methods of keeping customers happy and generating revenue. We have a few regular volunteers but they can't be here all the time and we are often short staffed. Be part of this important institution! Contact Gift Shop Manager Mike Lynch at 707-575-7900 or [send him an email](#). ★



## Vietnam Veterans: We Want Your Stories

### For a Special 50th Anniversary Commemoration Collection



To honor our Veterans and make sure their stories do not vanish, the Pacific Coast Air Museum is assembling a special collection of personal accounts to be published in conjunction with the nationwide Vietnam War Commemoration occurring throughout 2015. We want stories by men and women from all branches of the military — Army, Air Force, Navy, Marines, Coast Guard — and civilians as well, whether they involve flying or not.

Why are we doing this? Too many of our fighting men came home from that war and were abused, vilified, ignored, or forgotten. Many chose to remain silent. But we want to give our Veterans a chance to tell their stories, to honor the sacrifices you and your comrades made and to help us understand and support Veterans returning from today's battles.

If you would like to tell your story of Vietnam — to honor a fallen comrade, to set the record straight, to share a laugh, or just to document what you experienced — please let us know. Contact Straight Scoop Editor Peter Loughlin at [pcam-news@loughlinmarketing.com](mailto:pcam-news@loughlinmarketing.com) and we'll help you arrange to tell us your story. ✪

## Acquisitions Report

By Mark Fajardin, Sr.

Being in the right place at the right time has paid off big in that I have acquired the only two missing electronics panels for our EA-6B Prowler: the USQ-113 Tactical Communications Jamming panel and the IFF Transponder. The USQ-113 is the real gem of the two as it is usually only installed when the aircraft is deploying or in actual combat. On Memorial Day, U.S. Navy Senior Chief Jim Deckard from VAQ-131 the Lancers came by to visit his old Prowler. I had held off installing the panels so he could do the honors. This makes PCAM's Prowler the only one in the national museum organization that is 100% complete.



US Navy Senior Chief Jim Deckard from VAQ-131 The Lancers installed the missing instruments in his old Prowler, number 158811 now in the PCAM collection.

I have been invited to attend the official US Navy Sunset Celebration of the EA-6B Prowler from June 25 to 27 at NAS

Whidbey Island, Washington. The three-day gathering will feature a formal dinner at the officers club and a number of other events. Everyone will line up on the flight line on Saturday afternoon to watch the last Prowler fly away to her new home at the NAS Pt. Mugu Air Museum. I'm looking forward to meeting old friends and making new ones. Plus, I might just be coming back with some new assets so I'm driving my truck to Washington for the event.

Back in April I spoke about procuring missiles for our collection and I'm happy to say that I'm not only getting close to one or two HARM missiles, but I'm also getting close to several AIM-9 missiles. Air Show 2015 could see some of our fighters sporting some real teeth!

The T-34 Mentor will be arriving in Sonoma County sometime in July as I make final arrangements to bring her home. And I'm still waiting for AMARG to provide us with a demil cost on our Cobra Helicopter.

Blue Skies Always, and FLY NAVY! ✪

## An Open Letter TO the PCAM Flight Wing

By Lynn Hunt



Over two and a half decades ago the founders of the Pacific Coast Air Museum sat down to address the task of designing an air museum. They fully understood the significance of a flying museum as opposed to a non-flying museum. The challenge of establishing a flying museum represents additional workload and expense let alone the increased risk. However they also recognized the numerous additional benefits that such an undertaking includes. They realized that this additional quality would attract a special group of individuals to whom such a challenge would appeal. They also knew that flying assets represent the pinnacle of restoration and maintenance and they laid the necessary foundation that would eventually support and promote it. Some 25 years later we have arrived there and still have a long way to go. But it

is appropriate to pause and look in both directions to see where we have come from and where we are headed. It is also appropriate to offer congratulations to those hard-working individuals who are busy at work making this happen. You are “doing it” and you are “doing it right” so keep it up. The future is bright. Our museum will greatly benefit from your efforts. It also appears that you are having fun in the process. ✨

## To the Flight Wing: Thanks for the Flight!

### Or, AOA Patrol Has its Perks

By Peter Loughlin

As you have no doubt heard, the Pacific Coast Air Museum needs members with AOA badges to do “fence guard” duty to prevent the Transportation Safety Administration (part of Homeland Security) from shutting us down. I’m normally not the kind of person who volunteers for guard duty, but I recently got my own AOA Badge and figured I’d pitch in. I’m glad I did.

After I committed to a Saturday shift, Lynn Hunt of the Flight Wing offered to give that weekend’s AOA Patrol volunteers rides in the Flight Wing’s newly restored 1947 Stinson 108 Voyager, a classic taildragger. Seems that sitting in the warm sun among our aircraft, watching a fence for a couple hours, may not be so bad after all.

Lynn taxied up in the Stinson a few minutes after my shift ended. The sun glinted off its perfect white paint as he swung it to a stop near the F-15. Lynn showed me how to climb in. There’s a technique to that. Up and in and over, and not at all like slumping down into your Honda. Lynn spent a few minutes orienting me to the controls and instruments. I’m familiar with most of them, and can use them properly if I think about it. I’ve got maybe three hours in the right seat over the last thirty five years, so it’s not exactly second nature.



Straight Scoop newsletter editor Peter Loughlin got a flight in the Flight Wing’s 1947 Stinson 108 Voyager in return for doing a two-hour stint on AOA Patrol. See page 2 for a photo of the whole plane.

He started the engine. With six cylinders, it’s big and powerful for this size of plane. He released the brakes, and for the first time in my life I was taxiing in a taildragger. A plane with a tail wheel is tricky to handle compared to one with a nose wheel. While on the ground there’s an odd lag in the steering, and the wind affects them differently because of their nose-up attitude. Getting checked out in a taildragger is a rite of passage. If you can handle a taildragger, you just might know you way around an air-

*Continued on next page*

*Continued from previous page*

plane. So just taxiing in one was special to me.

We went all the way to the north end of the airport. While waiting in the engine runup area I asked how much runway the plane needed. Lynn smiled a little and said, a sly note in his voice, "I'll show you."

He showed me. We took the active runway, he put the throttle forward, we started rolling, the tail came up, and we were climbing away, just like that. I found myself laughing, I'm not sure at what.

This is real flying. The plane's a classic. The fuselage is covered with tautly doped fabric. There's a little window you can slide open in flight. The high wing allows an unobstructed view down, except for two struts on each side. It's noisy, but quieter than the big Beech Baron I've flown in recently. The relatively simple instrumentation tells you all you need to keep it in the air. And that's a good thing because within a minute Lynn handed it off to me. He had set it in a climb of about 500 feet per minute and gave me a few pointers on how to keep it like that by watching the horizon. It was not too easy because it was hazy out west and hard to see the horizon. It was a bit breezy so we bumped and rocked a little but that didn't bother me. As with sailing a boat, that's just the wind talking.

Pretty soon, Lynn had me level out. I found I was holding a lot of down elevator so he dialed in a bit of down trim, then showed me how to trim it out myself. Another first for me; I had never adjusted a trim tab in my life. I felt like I was really flying the plane, making judgments and decisions and not just holding on to the yoke. It was my airplane for the moment.

The Stinson does what you tell it to. Lynn told me to turn to the right. I summoned all my knowledge, turned the yoke a little, pulled back a smidge, and leaned a little on the right rudder pedal. The altimeter bobbed up and down the tiniest bit, and we held a nice bank of maybe ten degrees. I glanced over at the turn and bank indicator and, oddly, it seemed to be centered. I straightened out and Lynn said two quiet words that will stay with me forever: "Nice turn."

The turn was nice because I had told it to make a nice turn. During the next turn, I apparently told it to stagger around the sky like a drunk tourist in Boston on St. Patrick's Day, and that is precisely what it did. I had failed to concentrate, had over-controlled, and been confused by the absent eastern horizon which was obscured by clouds. Lynn didn't say anything. (Thanks Lynn.) It probably was not as bad as I remember, and I'm sure there's some latitude for rank beginners, isn't there? But it was my most important lesson on flying so far: concentrate and fly the damn plane.

Lynn reduced the throttle and we descended toward the airport. The plane now handled differently. It was softer on the controls, and not quite as responsive. But still very pleasant. He took over for the landing of course, which suited me just fine.

Back on the runway, Lynn did something I had not expected: he told me to steer it. The trick, as he explained, is to keep your feet moving, keep correcting. I put my feet on the rudder pedals and right away had to start correcting. It's an utterly different experience from steering a car or boat. I was getting the feel of it, but I allowed the plane to drift to the side of the runway. Lynn took over and we headed back to the Museum. But simply taxiing a taildragger for ten seconds without ground-looping it was a milestone for me.

Planes like this don't have a reverse gear, so once back at the Museum Lynn stepped hard on the left brake while adding a little throttle. The left wheel stopped and the plane swung around 180 degrees, ready to head out again. He shut down the engine and we talked for a few minutes about things like constant speed propellers and manifold pressure.

You may be an old hand at flying, but if all you've ever piloted are those aluminum monstrosities they've been stamping out for the past sixty years, I strongly suggest you beg, bribe, wheedle and otherwise finagle your way aboard the Flight Wing's Stinson Voyager. It's a different kind of experience, and all good.

I can't express enough gratitude to Lynn Hunt and the Flight Wing for giving me this incredible opportunity. 🌟

## In Case You Missed It: May 20 Member Meeting Guest Speaker... Tom Byrne: A Tanker Pilot's Story

By Peter Loughlin

On Wednesday May 20 the guest speaker at our monthly member meeting was Major Tom Byrne, USAF (Ret.), former KC-135 Stratotanker pilot. Tom first spoke to us two years ago at the May 2013 meeting, when he told us about flying support for the famous Linebacker II missions that brought the North Vietnamese back to the negotiation table. Last month he built on all that by describing in detail some of his other experiences flying the USAF's very long-lived and highly successful aerial refueling tanker, the KC-135 Stratotanker.

Tom began pilot training through the ROTC in September 1968 at Webb AFB, Texas and completed KC-135 transition training at Castle AFB, Atwater, California in February 1969. At the time, there were five key missions that the tankers fulfilled, and he experienced them all.

### 1) EWO: Emergency War Order

EWO refers to the U.S. readiness to wage nuclear war on a moment's notice in the event of an attack. The U.S. was on hard nuclear alert until 1992. Every nuclear-armed B-52 on alert had one KC-135 assigned to it. Every KC-135 crew on alert had to stick together at all times, and be able to get to their airplane, start it up, and get it across the threshold onto the active runway in seven minutes. This meant there were only a few places on base they could go, and life got pretty boring. They would be on alert for one week, then off for two. At least once during that week there would be a drill during which they had to perform their seven-minute dash. It could happen at any moment, and the crews were always on edge. As pilot, Tom had the keys to an

aluminum box on the plane that held the launch codes for going to nuclear war. To change codes, he'd have to carry the box to the command post. He says that looking back, it seems insane to have a 25-year-old carry such a weighty load.



Tom and a T-38 during training. He loved this plane, and described his first flight in it which involved going supersonic and a high-performance climb to altitude.

### 2) Special Ops

Before the advent of satellites, the U-2, and the SR-71, the Strategic Air Command (SAC) would run special missions using RC 135 and EC 135 aircraft. These intelligence-gathering versions of the C-135 airframe would probe the borders of the Soviet Union to identify the extent of the enemy's radar coverage. SAC would use that to plot the routes their bombers would take in case of war. KC-135 tankers would refuel the reconnaissance planes to extend their reach.

### 3) Pacific Air Forces (PACAF)

During the Vietnam War, SAC would rotate its B-52 and KC-135 crews to PACAF, for ferry operations to the Vietnam theater of conflict. Tom and the other tankers

would fly trans-Pacific flights (TransPac), shepherding F-4 Phantom tactical aircraft to bases in South Vietnam and Thailand. This was actually interesting work, because the tankers were largely autonomous and were left to execute their missions as the plane commanders saw fit. See the next page for a detailed TransPac story.

### 4) Young Tiger

Young Tiger was the name given to the ongoing KC-135 mission of supporting tactical aircraft flying in and out of Vietnam. They'd refuel the fighters and attack aircraft on their way to and from the target. Often, the planes were badly shot up and low on fuel, and the Young Tiger mission led to the survival of many crews and the recovery of many aircraft that would certainly have been lost otherwise. Young Tiger lasted most of the ten years of that war.

*Continued on next page*

*Continued from previous page*

## 5) PACAF Special Ops

During one two-month period in 1971, Tom and his crew flew in support of a top secret program called Burning Light, in which U.S. aircraft eavesdropped on French nuclear tests in Polynesia. Tom explained that back then, France was a NATO ally but mutual trust was poor. The U.S. wanted to know about France's weapons and the French weren't talking. So RC-135 reconnaissance aircraft equipped with special sensors were flown near the test areas. Tom's tanker supported one RC-135 on a few flights. The U.S. guessed the planned times of the tests by monitoring French communications and would try to synchronize these flights with them, but the explosions were often delayed and our aircraft sometimes came back empty handed. Whether the French did this intentionally is unclear.

## TransPac: Cutting it Close

In the Air Force, pilots are taught the concept of "don't press." Pressing is when you carry on despite things going wrong though safer options are available. Here's how "pressing" led to one very close call.

He was lead pilot in a cell of five tankers ferrying eight F-4 Phantoms from Hawaii to Vietnam. There was also a Lieutenant General in a DC-135 commanding the little fleet. The first leg ended at Guam, about 3,000 miles away.

One tanker aborted on takeoff. A second developed mechanical trouble about 1,000 miles out and had to turn back. This meant the entire flight had a lot less fuel, and the remaining tankers would have to apportion more of their own ration to the F-4s. Tom ran his fuel calculations. They said they could make it so on they went, regularly dispensing their fuel to the fighters. But now they were "pressing."

Tankers three and four offloaded the last of their fuel, so now there were just Tom's plane, eight fighters, and the general's transport. This general now radioed to Tom that there were thunderstorms at Guam, and that Tom needed to top off each of the F-4s with 8,000 pounds of fuel to make it there.



A modern KC-135R refueling an F-15. The Stratotanker fleet has been well maintained and continually upgraded over the decades.

## Longevity of the KC-135

The KC-135 entered service in 1957. The last was delivered in 1965. That means it's been the mainstay of the U.S. Military's in-flight refueling efforts for fifty eight years. The planes in service today could have been flown by their current crews' grandfathers. Tankers are not glamorous aircraft, as Tom would agree, but for sheer longevity, length of service, hours flown, missions enabled, and lives saved, these old warriors have what is arguably the most illustrious service record of any military hardware anywhere.

Tom was dumbfounded. Their plan was to land at Wake Island to rest and refuel ("regenerate" in tanker parlance) if everything went bad. But the general clearly expected to take the fighters on to Guam. They had already passed Wake, so Tom's crew worked feverishly, loading the fighters with their 8,000 pounds and getting them on and off the boom quickly. By the time they were done and had turned back they were 300 miles past Wake and Tom realized his own plane might not have enough fuel to get back there.

One of the biggest problems with the KC-135 is fuel management. The plane carries about 190,000 pounds of fuel among a series of tanks in the wings and fuselage. It can be pumped back and forth to maintain balance and to feed the tanker's own engines. One of his

*Continued on next page*



*Continued from previous page*

challenges as aircraft commander, with the help of his boom operator or “boomer”, was to track how all this affected the center of gravity.

The KC-135 flight manual warns, “Do not under any circumstances ever unload the fuel in the forward body tank.” Doing so would make the plane tail heavy. He had never encountered or conceived of a situation in which he would empty that forward body tank. But it had just happened, because he was sticking to the general’s orders and trying to avoid an “unnecessary” stop at Wake. And now his plane was dangerously out of balance for a safe landing.

Then he made another mistake. “Pilots, keep this in mind,” admonished Tom. “Stay at altitude as long as you can.” In brief, jet aircraft like the KC-135 are designed to fly most efficiently in the cold, dry, thin air up at high altitude. Lower down, they burn more fuel to go the same distance.

Under the stress of the moment, he decided he could just coast in to Wake and went to idle about 100 miles out. But he soon saw that his fuel consumption was rising at the same time his ground speed was decreasing. There would be no fuel for a go-around if he blew the approach. He should have stayed at altitude until he was near Wake Island and then just dropped.

He called in, and they informed him that the ILS (Instrument Landing System) was down, and that there were thunderstorms on the field. He beseeched the Almighty, wondering if it could get any worse. He came in on the localizer instead (one component of the ILS) since it was still working. When he broke out of the overcast he saw the runway... but it was a mile



Former KC-135 Stratotanker pilot Tom Byrne at PCAM member meeting, May 20, 2015.

to his right because the localizer was not working *properly*. He had no fuel for a go-around... His plane was out of balance... So he hauled this huge aircraft around, lined it up as best he could, and as he puts it, “I basically crash-landed the airplane. I smashed it down onto the runway.”

He said it was terrifying, and that he was lucky he didn’t kill himself or anyone else. And as it turns out, the plane suffered no damage from the hard landing.

He made the point that the KC-135 is not a glamorous combat plane mixing it up with MiGs or diving in to take out a SAM site. But if you look at aircraft losses from World War II or Vietnam,

you see that training and operational losses exceed combat losses. Just the everyday operation of a plane is dangerous. All you need to do is press a bit.

## The Jittery Young Tiger

In December 1972 before the commencement of Linebacker II, Tom was flying a Young Tiger support mission when he got a call to rendezvous with a damaged F-4 that needed fuel badly. The pilot was on only his second combat mission, and his plane had been shot up and he was losing all his fuel.

They converged with no trouble, but they could tell over the radio that the pilot was near panic. In his high state of anxiety he was overcorrecting, pitching and rolling so much that it endangered both planes. The boomer can steer the refueling boom to a degree to effect a hookup, but the F-4 was exceeding the limits.

The boom has a mechanism that will lock into the refueling receptacle of the receiving plane and help keep both aircraft engaged. The boomer managed to hook

*Continued at top of next page*

*Continued from previous page*

up and do an emergency boom latch, but the panicked fighter pilot was all over the place and he forced the boom too far out of limits. This damaged the hydraulics on Tom's tanker. They kept the fighter locked on nonetheless, and effectively dragged it all the way home. A good thing too, since the fighter was losing fuel almost as fast as they pumped it in. Once over the fighter's base, they disengaged and the pilot managed to hold it together long enough to land safely. Tom and his crew never heard anything more from him.

But the damage to the hydraulic system had caused the loss of Tom's brakes and flaps. In his day, the KC-135 had an accumulator in the braking system that stored enough brake pressure for one application. Just one.

They dumped most of their fuel (except from the forward body tank), and the boomer and navigator cranked the flaps down manually. This became increasingly difficult the further they were deflected into the slipstream. They needed at least 20 degrees of flap, and they got 25. After touchdown, he made his single brake application, and the plane went right to the end of the runway. He managed to take the high-speed taxiway to safety. But Tom had had enough. When that tour was up, he left the active Air Force. Despite the occasional scare, Tom says he loved his time in the Air Force and would not trade those years for anything.

## About Tom Byrne

Tom was born and raised in Minnesota and attended Saint Thomas College in St. Paul on an Air Force ROTC scholarship. He received his BA Degree in May 1968 and was simultaneously commissioned a second lieutenant in the Air Force. Tom was discharged from active duty in June 1973 to attend law school in California. He later worked as a government contract attorney for Honeywell's Avionics Division, which was then a major subcontractor on the Space Shuttle and the "black" Stealth Fighter programs. He was also in the active reserves assigned to Air Force Systems Command at Patrick AFB, Cape Canaveral, Florida, where he was promoted to Major. Tom moved to California in 1980 to practice civil law, and currently resides in Santa Rosa. 🌟

## June 17 Guest Speaker:

### Bestselling Author Dale Brown: From Bombers to Books to Benefit Flying

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 will be talking about being a navigator-bombardier on the B-52G, radar navigator on the FB-111, and how he became an author. He'll also talk about his recent work flying for Angel Flight West and the Civil Air Patrol, including descriptions of a recent search.

### About Dale Brown

Dale is perhaps best known for his Patrick McLanahan series, which includes 17 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 MEGA-FORTRESS PC flight simulator. Dale's novels are published in 11 languages and distributed to over 70 countries. Worldwide sales of his novels, audiobooks, e-books, and computer games exceed 15 million copies. Dale is from Buffalo, New York. He holds a B.A. degree in Western European History and received an Air Force commission in 1978. He served as a navigator-bombardier in the B-52G and the FB-111A, and was navigator instructor and instructor on aircrew life support and combat survival, evasion, resistance, and escape. Today Dale is a command pilot in Angel Flight West, a group that volunteers to fly needy medical patients free of charge. Dale is also squadron commander and mission pilot with the Civil Air Patrol in Nevada, and has flown search and rescue and many other missions.



Dale is from Buffalo, New York. He holds a B.A. degree in Western European History and received an Air Force commission in 1978. He served as a navigator-bombardier in the B-52G and the FB-111A, and was navigator instructor and instructor on aircrew life support and combat survival, evasion, resistance, and escape. Today Dale is a command pilot in Angel Flight West, a group that volunteers to fly needy medical patients free of charge. Dale is also squadron commander and mission pilot with the Civil Air Patrol in Nevada, and has flown search and rescue and many other missions.

### Time and Location:

Wednesday, June 17, 7:00 p.m.  
Mesa Beverage Company, Inc.  
3200 N. Laughlin Road. Santa Rosa, CA 🌟

## PCAM Parade Float Promotes Wings Over Wine Country Air Show

By Julia Hochberg

The Pacific Coast Air Museum has participated in another successful Sonoma County parade season! This year's float featured Snoopy sitting on his dog house and "flying" to catch up with models of the Canadian Forces Snowbirds. The float was well received and enthusiastically cheered along all of the parade routes.



Credits: Ray Smith for model plane graphics and float signs. Peter Loughlin designed and built the model planes. Don Mackenzie designed the airplane mounting system. Duane Coppock prepped the trailer, built the side panels, refurbished Snoopy and the dog house, and more. Float assembly: Don Mackenzie, Rob Clark, Darryl Shumart, Roger Olson, and Kelsey Olson. Rob Clark and Don Mackenzie towed the float to the parades and Darryl Shumart and his WWII jeep pulled it during the parades. Various PCAM kids rode along and waved!

The float appeared at the Windsor Day Parade, the Luther Burbank Rose Parade, and the Healdsburg Future Farmers Country Fair Twilight Parade. ✪

### New Members Since February

Diane & Dayton Green Family, Santa Rosa  
Rick & Kathy Sealock Family, Rohnert Park  
Lorne Petty, Santa Rosa

## Next Hot Dog Thursday July 2

The May 7 and June 4 Hot Dog Thursdays were the usual successful events, pulling in nice crowds on pleasant spring days.



Join us for the next one on July 2 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 [JDH Wealth Management](#) and [Sanderson Ford](#).



WEALTH MANAGEMENT, LLC



We would like to thank [Silveira GMC](#) and [Sonoma Jet Center](#) for sponsoring the June 4 Hot Dog Thursday.



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

### Air Show Flashback

Santa Rosa EAA Chapter 124 (Experimental Aircraft Association) was out in force. This Jabiru J-250 is a light sport aircraft, simpler to fly and more affordable than the typical general aviation airplane. Lots of EAA aircraft were on display.



©Peter Loughlin



William Peter Carpentier Jr. grew up in San Mateo County. When the U.S. entered World War II, he enlisted in the Coast Guard. His service included training dogs for military purposes, and then re-training them for adoption as household pets

after the war. In 2008 Bill contributed photos and other memorabilia to a display at the California Museum in Sacramento entitled "California Canines: Dogs with Jobs".

After Bill married his second wife, Jean, in 1964, they acquired a 10-acre parcel in the hills northwest of Calistoga. Bill and Jean brought their two families together for camp/work weekends, clearing the property for a log-style home, and plenty of fun, exploration and learning, while he taught them target shooting, camaraderie, goal-setting and the value of hard work.

## Air Show Only 110 Days Away!

### Volunteers needed!

The Air Show is sneaking up on us! We need a LOT of volunteers to make it happen. We're expecting a great crowd to flock to the show this year to see the Canadian Forces Snowbirds, the USAF F-16, and all our other great performers. At the Air Show Committee meeting last week we calculated that we need 135 volunteers just to handle parking! The "best" volunteer positions fill up quickly, so submit your name soon. Contact Volunteer Coordinator David Kinzie at [davidkinzie@yahoo.com](mailto:davidkinzie@yahoo.com) or 415-279-8759.

Reminder: The Air Show meeting this month takes place June 17, 6:00 p.m. at Mesa Beverage, before our regular monthly member meeting. ★

In the 1970s Bill began taking flying lessons at the Charles M. Schulz-Sonoma County Airport, which led to several years of regular adventures in a Cessna 150 and the development of some enduring friendships. As a co-founder, director and president of the Redwood Empire Aviation Historical Society and, later, an active participant in the Pacific Coast Air Museum, Bill will be remembered as a vibrant and colorful character who contributed a wealth of knowledge and wit. He was involved in many projects at PCAM, served as a member of the PCAM board and as historian, and was also a member of the infamous Tuesday-Thursday Crew. Much of what PCAM is today we owe to Bill.



Bill (with drill) was always helping with one thing or another at the Museum.

Bill's survivors include his wife, Dorothy Jean Carpentier, his children, and his stepchildren. There are many more who count themselves among the fortunate souls who were touched by his class and spirit. A graveside service was held May 6th at Santa Rosa Memorial Park with military honors performed by the United States Coast Guard. ★

**VOLUNTEER!  
VOLUNTEER!  
VOLUNTEER!  
VOLUNTEER!  
VOLUNTEER!  
VOLUNTEER!  
VOLUNTEER!**

## Of MiGs, Drones, & Parachutes

### CJ Stephens on Flying the MiG-15, Part 3

By Peter Loughlin

The last two issues of the Straight Scoop (April and May 2015) told how PCAM member CJ Stephens flew a two-seat MiG-15 UTI in a series of test flights during the development of the parachute recovery system for the Navy's BQM-74 target drone. This installment completes the story.

### A Study in Wind Drift

The tests generally went well but there were some surprises along the way.

During each flight, they aimed for a specified target zone and adjusted the plane's approach and drop point to compensate for the wind. Despite the canister's heavy weight, the descent rate was very slow because the parachute was big. A couple of drops were as high as 10,000 feet. They had some hair-raising moments with one drop when the drift was not at all as expected because the actual winds were different from what was forecast. The descending canister headed straight for a large hangar with an expensive airplane inside but it missed it by several hundred feet.

### How to Start Your MiG

For those of you considering buying your own MiG-15, be warned. Starting the engine is an art form. Unlike a modern jet, with its Nth generation engines and automated starting sequence, the MiG was started all by ear.

The engine in the MiG-15 was a Soviet copy of the British Rolls-Royce Nene centrifugal jet. After World War II and before the Cold War began, the British in a spirit of goodwill shared technological developments with the Soviets and that included their very successful Nene jet engine. The Soviets built countless copies of the Nene and by the Korean War, Nene-powered MiGs were dogfighting British and American planes. The Nene and its Soviet copies are not very efficient engines, but you have to give the Brits credit because it was the one that really brought the world into the jet age. But centrifugal jets as a rule are very temperamental to start.

The engine uses an electric starter motor to spin a big centrifugal compressor. As it is turning over, you feed fuel to the compressor's combustion chambers to "get the fire going." The MiG-15 has a little fuel valve like a



During one test, wind drift varied significantly from predictions and the canister made it all the way back to the airport. Note the re-engine turbo-powered DC-3 with five-bladed props.



CJ and the MiG lift off for a test flight, a canister under each wing.

*Continued on next page*

*Continued from previous page*

faucet right there in the cockpit. You reach down, listen to the engine to gauge its speed, and open or close the valve with lots of little adjustments to lean it out or richen it up. If you give it too much fuel, it will get too rich and flood, and you can hear it slowing down. If you give it too little fuel and it's too lean, it just stops accelerating. The starter only runs for 25 or 30 seconds and if by then you haven't got the fire right, there won't be enough hot combustion gasses flowing over the turbine to get it going. The temperature will go up, the RPM will go down, and you won't go anywhere. And all of this is done by ear. There is no instrumentation to give precise feedback. In CJ's words...

“You listen to the sound... woh-woh-woh-woh-woh... and it's very critical. You move that valve a little one way and it goes richer, or the other way and it goes lean. It's all in the ear. It's always a challenge to get it running. This MiG was well maintained and I think I only flubbed the start a time or two. But you get that sound down and it goes better.”

## How to Stop Your MiG

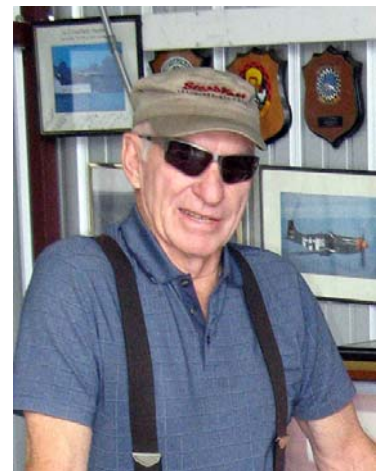
On the MiG-15, the brakes operate very differently from the toe brakes on your typical Cessna 152. There's a big lever on the control stick that feeds pneumatic pressure to the brakes. The harder you squeeze, the harder the brakes are applied, and there's a pressure gauge on the control panel. You use the rudder pedals to apportion braking power to either main wheel.

One morning they did a flight and the brakes weren't good. So they changed the brake shoes, which are drum shoes right out of the 1940s or 1950s. CJ went back up, did a routine canister drop, and did a good touchdown on the 6,000 foot runway. But there was no sign of brakes. He could see the air pressure gauge was up at full but the plane was just not stopping. They had not done a good enough job of burning the brakes in. As he galloped down the runway he radioed to aircraft owner Bruce Etchell to meet him somewhere off in the weeds with a tow tractor. He ended up 1,000 feet out in the sand beyond the threshold. Fortunately the ground was hard packed, if bumpy, so there was no damage to the airplane. And the MiG was designed for rough handling. They towed it back, fueled it up, and flew more tests that same day. It seems the brakes had been nicely burned in during that fast jaunt down the runway and they worked great after that.

We all express our thanks to CJ Stephens for sharing his story of flying the MiG-15.

## About CJ Stephens

CJ Stephens is a retired fighter pilot, corporate pilot, and test pilot. He earned a B.S. in Aviation Studies and an M.B.A. at Embry-Riddle Aeronautical University. CJ purchased his first airplane at the age of fifteen. He has over 14,000 hours flying in more than 130 different types of planes. He flew 232 combat missions in F-4 Phantoms during the Vietnam War and was awarded the Distinguished Flying Cross and 12 Air Medals. He retired from the U. S. Air Force in 1980 with the rank of Lieutenant Colonel. He's been involved with the Reno Air Races, racing Sea Fury aircraft in the Unlimited class and more recently serving as the starting and safety pilot for the Sport class. He's also an Instructor at the Reno Pylon Racing School. He spent 14 years as Chief Test Pilot for the CAFÉ Foundation, a non-profit flight-test research organization. He was the first recipient of the 'Spirit of Flight Award' trophy presented by the Society for Experimental Test Pilots (SETP) and Experimental Aircraft Association (EAA). CJ lives in Santa Rosa and is a founding member of the Pacific Coast Air Museum. 🌟





## 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](mailto: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

- President**  
Jim Sartain 707-528-1400
- Vice President**  
Julia Hochberg 707-523-2800
- Secretary**  
Anthony Marinelli 707-695-6886
- CFO/Treasurer**  
Judy Knaute 707-545-7447
- Director of Museum Operations**  
Christina Olds 707-575-7900
- Director of Marketing**  
Doug Clay 925-736-7962
- Director of Aircraft & Assets**  
Lynn Hunt 707-235-2552  
Mark Fajardin 707-477-0377

- Director of Aircraft & Asset Acquisitions**  
Mark Fajardin 707-477-0377

- Director of Flight Wing**  
Lynn Hunt 707-235-2552

- Air Show Director**  
Nancy Heath 707-477-4307

- Director of Education**  
Art Hayssen 707-321-2040

## Valuable Assets

- Administrative Assistant & Facilities Manager**  
Duane Coppock 707-546-4388

- Educational Tour Coordinator**  
Art Hayssen 707-321-2040

- Safety Officer**  
Mark Fajardin 707-477-0377

- Exhibits Coordinator**  
Mary Jane Brown 707-566-9032

- Gift Shop Manager**  
Mike Lynch 707-575-7900

- Guest Speaker Coordinator**  
Charley Taylor 707-665-0421

- Dir. of Business Development**  
Roger Olson 707-396-3425

- Membership Records**  
Mike George 707-575-7900

- Sunshine & Sympathy**  
Diana Watson 707-578-6883

- Planned Giving Coordinator**  
Barbara Beedon 707-695-3683

- Oral History Program**  
John Nelson 707-239-1002  
Alan Nelson

- Volunteer Coordinator**  
David Kinzie 707-575-7900

- Vol. Coordinator: Air Show**  
David Kinzie 707-575-7900

- Volunteer Chair Emeritus**  
Norma Nation 707-525-9845

- Communications Manager**  
Peter Loughlin 707-704-6498

- Web Administrator**  
Peter Loughlin 707-704-6498

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



## **STRAIGHT SCOOP**

**June 2015**

*Climb Aboard*

*June 20-21, 2015  
AV-8C Harrier*

**PACIFIC COAST AIR MUSEUM**

### **REMEMBER THESE DATES**

June 17, 2015	6:00 p.m. - 6:45 p.m.	Air Show Meeting at Mesa Beverage
June 17, 2015	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
June 20	5:00 p.m. - 7:00 p.m.	Annual Pig BBQ: Contact the Museum for tickets
July 2, 2015	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
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 11:00
September 26-27, 2015	9:00 a.m. - 4:00 p.m.	Wings Over Wine Country Air Show

**Pacific Coast Air Museum**

**One Air Museum Way**

**Santa Rosa, CA 95403**

**707-575-7900**

**[www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org)**