



### New TSA Rules Threaten PCAM Shut-Down

#### Members with AOA Badges are Urgently Needed to Keep an Eye on our Fence Lines

By Christina Olds

The Transportation Security Administration, part of the Department of Homeland Security, has now mandated that a PCAM member with an AOA badge must be out on our field during open hours whenever customers are present on the field.



#### **IF WE ARE UNABLE TO ABIDE BY THESE RULES OR IF WE FAIL TO HAVE A PATROL PERSON ON SITE, THEY COULD CLOSE US DOWN.**

This is no joke. The TSA already checked on us late in February. They will continue to do surprise spot-checks from now on, with no end date, and they will test us by coming in as customers and then trying to walk outside our north-side fence. If they are not challenged to show an AOA badge by one of our AOA patrol, there will be trouble. We need to have people with AOA badges on our field during open hours when customers are outside starting NOW, or they could shut us down. For the time being, we can fill space as volunteers are available but eventually we will need to set up a more permanent, regular schedule.

We are asking members who hold AOA badges to volunteer for a two-hour shift during normal Museum hours especially Saturdays and Sundays, to help us meet these stringent new security requirements and keep our doors open. The Museum is on airport property, and is subject to an ever-growing body of security regulations.

#### HOW TO VOLUNTEER

We are looking at three two-hour shifts on Tuesdays, Thursdays, Saturdays, and Sundays. Time slots are 10:00-12:00, 12:00 - 2:00 and 2:00 to 4:00.

Volunteer by...

- Entering your name on the sign-up sheet in the break room at the Museum.
- Phone the Museum at 707-575-7900.
- Email [Christina.Olds@pacificcoastairmuseum.org](mailto:Christina.Olds@pacificcoastairmuseum.org)

We urgently need coverage for Saturdays and Sundays. If you have an AOA badge, please consider volunteering for this critically important job - especially on Saturdays and Sundays because we have fewer volunteers present on those days. You'll need to be outside with a clear view of our

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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.”

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north fence line when customers are on the field.

## Thank You!

We've had a really good response to our urgent request for AOA badge holders and we greatly appreciate everyone who has stepped forward. But we still need more people on the roster for ongoing schedules.

## What is an AOA Badge?

AOA means Air Operations Area. An AOA badge is a security identification badge that shows you have a legitimate reason for being on airport property. AOA badges are typically granted to pilots, aircraft owners, airport employees, employees of airport businesses, and so forth. Applicants must apply at the airport, satisfy several requirements, and pay a fee. The AOA badge is one of many security programs instituted and overseen by the Department of Homeland Security.

## What Volunteers Will Do

Volunteers will be fully oriented to the job. In general, the AOA patrol volunteer on shift must stay alert out on the field whenever customers are present and keep observance over the north fence line, which runs from the F-15 pad out to N. Laughlin Blvd. If any visitor on our field tries to pass from the Museum grounds through our fence and onto the tarmac, they must be

## March in Aviation History...

On March 10, 1967 over North Vietnam, Captain Earl Aman's F-4 was damaged by ground fire and lost most of its fuel. Flight lead Captain Bob Pardo's F-4 was also hit. Wishing to prevent Aman and his back-seater from ejecting over enemy territory, Pardo told Aman to lower his tailhook. Pardo then maneuvered his plane into position behind and below Aman's, and proceeded to actually *push* the other F-4 by holding his windscreen against the lowered hook. Aman ran out of fuel and then one of Pardo's engines quit. Nonetheless, Pardo had actually managed to slow Aman's rate of descent sufficiently to reach Laos. All four crew ejected and were successfully recovered. PCAM has an F-4 Phantom II similar to those used in "Pardo's Push". ✨



PCAM and adjacent airport territory

IMMEDIATELY challenged to show their AOA badge. TSA agents will test us by trying to cross the fence from the Museum into the airport, and from the airport into the Museum. If a TSA agent is testing us and is not challenged it will reflect negatively against the Museum. This will be especially crucial during Hot Dog Thursdays; lots of people come to Hot Dog Thursday from all over the airport and they must be checked on the way in and out. All procedures are being mapped out in cooperation with airport security, and any patrol volunteers will be properly briefed.

## Have Some Fun!

PCAM is fortunate to have a large and dedicated community of members and volunteers, and I know you won't let us down. And haven't you always wanted more time to gaze at our beautiful aircraft? Well here's a really good excuse! ✨



©Peter Loughlin

## President's Message: Org Chart and Communications

Included in this Newsletter is our updated Organization Chart. I touched upon a few changes and went into a little detail at our February Membership Meeting but, of course, not everyone is able to make every Membership Meeting. So here's a little more detail:

We are going to ramp up activities in all seven Divisions this year: Education, Flight Wing, Marketing and Sales, Museum Operations, Air Show, Aircraft and Asset Management, and Acquisitions. Across the board we will be working on establishing/enhancing our policies and procedures.

Julia Hochberg and her team are looking for a local company to help us with all our sales, marketing, and advertising efforts. Nancy Heath, her team, and the Executive Committee (ExComm) are lining up an outstanding Air Show for Sept 26th and 27th. (Come to her 6:00 meetings before each monthly member meeting to hear details.) Mark Fajardin is heading up a new Safety Committee Program and we will be telling you more about that as we move forward. Barbara Beedon and her team are getting back to our Oral History Program. We want to continue to capture stories and experiences of our Veterans.

The Strategic Planning Committee continues our negotiations with the airport regarding our possible leasehold of the Dragon Fly property and Butler hangar. Peter Loughlin continues his excellent support of all Divisions as Communications Manager.

I want to give a special Thank You to Tim Delaney, who resigned as our Controller after many years in that capacity. Tim just felt it was time to pull away a little (Nancy will also be looking for someone to replace Tim as Offsite Manager for the Air Show). I say Tim is pulling away a little because he is still going to handle our investment portfolio, remain as Chair of our Insurance Committee, remain a member of the Strategic Planning Committee, and he and I will be the primary transport people at the Air Show.

Stepping up to replace Tim in the finance area is new Board member Don Mackenzie. Don will take over as Chair of our Finance Committee and will be working with CFO/Treasurer Judy Knaute and the finance team to analyze our financial position and prepare our annual budget.

**Communications in general** –if you have any questions regarding any Museum issue, please contact the division director for the pertinent area. If you aren't sure who to contact then please give me a call at 799-0912 or send me an email at [jsartain@keegancoppin.com](mailto:jsartain@keegancoppin.com)

Thanks Everyone,

— Jim Sartain

## Help Wanted:

### Administrative Assistant for PCAM Office

By Christina Olds

We need some office help! Our highly valued David Kinzie, who has managed a lot of the administrative functions here in the PCAM office for the past two years, is moving on to other things. Although he'll still be deeply involved in the Museum and helping out on Hot Dog Thursday, he won't be helping in the office any more. We need someone to take his place.

We are looking for someone to come in at least two or three days a week for four hours at a time on an ongoing basis to help with answering the phones, sending out membership letters and other correspondence, keeping our member database up to date, and doing similar jobs. We need someone with computer skills including the Microsoft Office Suite of Word, Excel, and PowerPoint. If you know about social media (Facebook) so much the better! There is also a museum database called PAST PERFECT which is used in processing membership information and we can train you in this once you're comfortable with PCAM basic information.

It's a fun, friendly and busy environment. You'll be part of PCAM's highly valued office staff that runs the Museum. There are always interesting visitors, fun goings-on, and a family atmosphere. If you're interested, contact me at [christinaolds2@gmail.com](mailto:christinaolds2@gmail.com) or 970-333-1196. ★



## Stolen Valor

By Mark Fajardin

All too often you turn on the nightly news or listen to the radio and hear reports of someone claiming a military service they never had, or awards or medals they never earned. This problem has become so pervasive that in December 2006 President George W. Bush signed the Stolen Valor Act which made it a federal misdemeanor to falsely represent oneself as receiving any decoration or medal. Sadly in 2012 the Supreme Court struck down the act, stating it violated the First Amendment. But in 2013 President Obama signed an amended version making it a crime to falsely claim any military honor with the intent of obtaining money or any other tangible benefit.

I feel it's time to bring this subject up as it can greatly damage our organization. Now seems the opportune time, as the Museum leadership sits down to draft policy and procedures that will bring new structure, order, and discipline to the Pacific Coast Air Museum.

Most of the time stolen valor is a victimless crime with the perpetrator simply claiming a rank he or she never had, or some feat of daring that never happened, to garner attention and the adulation of others. But if that individual is a part of an organization with a public face then stolen valor can inflict great harm on that organization and the people who work within it.

Tim Johnson, the former manager of Major League Baseball's Toronto Blue Jays was forced to resign in 1999 after admitting he had made up stories of serving in Vietnam when, in fact, he had been in the Marine Corps Reserves throughout the war. Bruce Mims, a former Rohnert Park Technology High School principal, was forced to resign after claiming to be a Navy Seal. Why were these men and so many others fired or forced to resign? Because their actions brought discredit and shame to the organizations they served.

Many of you know my brother is a Director in the Navy and a very good friend of mine works for the Chief of Naval Operations. Over the years I've been asked to look into claims of military service including rank, assignments, and schools attended. Did I find stolen valor? Sadly, yes.

At the US Navy Tailhook Convention I was having dinner at the NAS Fallon officers club and I asked my friend his thoughts on stolen valor. He said, "Shame on any organization that knowingly allows it to happen, and anyone committing it must be removed!"

I have spoken with our Director of Museum Operations Christina Olds about this, and surprisingly even she has had to deal with stolen valor when men have made false claims of fame surrounding her father's great legacy. I saw in her eyes the same fire that my friend had, and I write this to encourage you to challenge anyone making a claim of military service that doesn't sit right with you. Many of you are veterans, and can smell stolen valor. Do not be silent. To remain silent is to be culpable.

If you suspect stolen valor I would ask you to please contact our Executive Director, President, or a Board Member, and they will take appropriate action to safeguard the integrity and good standing of the Pacific Coast Air Museum with our members and community. 🌟

*"Guard against imposters of pretended patriotism"*  
★ *George Washington* ★



## Flight Wing Report: C-1A Trader Gets its Annual



By Lynn Hunt

This year's annual inspection on the C-1A involved a little more than what is usually encountered during a maintenance cycle thanks to an overabundance of hydraulic leaks. Even though we try for frequent engine runs (because that's the best way to keep them from dripping oil) last year the aircraft was in a transition with regard to ownership and wasn't flown. It is not good for airplanes to sit, and it's better for them to be kept active or you typically encounter exactly what we did. Our relentless pursuit has paid off and I believe we have resolved the hydraulic issues.

We were able to find a vacant hangar, a set of jacks, a hydraulic mule, and enough volunteers to complete a gear swing, a significant accomplishment for an airplane



An unsung and anonymous Hero of the Flight Wing works in the nose gear well. To do this kind of precision work, your head really needs to be in the right place.



Look Ma, no wheels! The C-1A in the midst of its gear swing test. The plane is supported 100% on jacks, and the landing gear is fully retracted. From left to right: Henry Granger, Chris Brown, and Air Show Director Nancy Heath.

of this size. We had to play some games with the landing gear struts to get it inside the hangar but once there, up she went and the gear swing and emergency gear extension worked as advertised.

While she was up in the air we took advantage of the opportunity to pull the wheels, clean and repack the wheel bearings, clean the brakes, bleed the brakes and reassemble and test everything. Her being up on jacks and having a relatively clean hangar floor made a winning combination to wash her dirty belly and perform an all-around spring cleaning. While there is still some more rubbing to do, the C-1A is in good shape and that much closer to her next flight. Thanks to all who gave of their time to come out and help on her. Aircraft like the C-1A are best maintained and operated by a committee.

*More photos on next page*



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Henry Granger (front) and Chris Brown (rear) check that the plane is properly jacked up in preparation for the gear swing test.



Lynn demonstrates the proper method of inspecting the inside of an engine cowling. That's him, standing on the officially approved Inspection and Maintenance Altitude Enhancement Device, five-gallon. Take a look at the tail at upper right, immediately below the fluorescent fixture (look closely—it's rather dim.) Yes, it really was as close to the rafters as it looks.



Left to right: Dana Hunt, Lynn Hunt, CJ Stephens, Chris Brown, and Mike Joyce.



The interior of the C-1A Trader, looking forward through the side door. You can see the cockpit through the doorway at upper left.

The Flight Wing is the division of the Pacific Coast Air Museum devoted to restoring and flying historic aircraft. Anyone can join. If you're interested in joining the Flight Wing, contact me at [aero7550@sonic.net](mailto:aero7550@sonic.net). 🌟



## In Case You Missed It: February 18 Member Meeting Guest Speaker: PCAM Past President Lynn Hunt

### My Extremely Brief Career As a Naval Aviator

By Peter Loughlin

One day back in 1995, Lynn got a phone call. It was his friend Bill Klears, who was also in the aircraft restoration business. Bill asked him what the shortest distance was in which he could get an Albatross airborne. “Can you do it in 800 feet?”

Lynn didn’t know. Multiengine pilots play it conservative and don’t usually go for the shortest, fastest, steepest takeoff, because losing an engine can kill you right quick. You want to be safely above  $V_{mc}$ , or minimum single-engine controllable airspeed. Your rate of climb can’t be too great or you’ll be in severe trouble if you lose an engine. Lynn told Bill he would try it next time he had a chance. He figured Bill wanted him for some airshow or other at a field with a short runway.

About a week later, Lynn and his co-owner and copilot Dave DeWitt were flying the Albatross so they tried it. Flaps down, throttles up, yoke back... off the ground in about 750 feet. He called Bill back. “Great,” said Bill. “You wanna fly it off an aircraft carrier?”

### Why the Navy Did It

Three years prior to this in 1992, the U.S. Navy celebrated the 50<sup>th</sup> anniversary of General Jimmy Doolittle’s 1942 raid on Tokyo. Three B-25s flew off the deck of the USS Ranger, joined up with three others, and flew over General Doolittle’s home in Monterrey, California. In 1995 Rear Admiral Robert J. “Rocky” Spane, (Commander, Naval Air Force Pacific) decided to go it one better for the 50<sup>th</sup> anniversary of the Allied victory in World War II. He organized an enormous week-long celebration in and around Honolulu, featuring 160 Naval vessels, aircraft flybys, VIPs, veterans, you name it. And he wanted to have a group of Navy warbirds for aerial displays. But how do you get them there? Well, why not use an aircraft carrier?



In 1995, Lynn Hunt and Dave DeWitt flew their #911 off the deck of the USS Carl Vinson, CVN 70.

### Carrier Qualifications

An aircraft carrier? After a painstaking deliberation and risk assessment lasting several microseconds Lynn agreed. His Albatross – familiar to Santa Rosa locals as #911 and wearing a U.S. Navy paint scheme – would be one of ten civilian-owned warbirds ferried across the Pacific on the USS Carl Vinson (CVN 70) and launched just off Honolulu before a cheering crowd.

But first, they all had to qualify.

The Navy arranged a qualification day at Alameda Naval Air Station. The pilot briefing was led by Commander Larry Baucom, Captain of Carl Vinson. The pilots would be allowed to practice short-field takeoffs while the Navy recorded the distance. They had to be airborne in less than 800 feet with no wind.

Commander Baucom cornered Lynn and asked if he could tag along, to which Lynn naturally agreed. Lynn figured that when Cmdr. Baucom saw that big heavy amphibian looming above every other plane, he might have had his doubts about power-to-weight ratios. He probably wanted a front-row seat to see for himself how well Lynn and Dave could pull it off.

The planes were started and lined up. Each took its turn doing a takeoff, circled around, and landed on another runway. Then they would taxi back into line and try it again.

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Lynn and Dave had no trouble getting it off the ground within the allotted 800 feet, and neither did any other plane. They got to feeling comfortable with the Albatross and started trying different things. Their best effort was 650 feet with no wind. Keep in mind, folks, that this is a 25,000 pound plane with an 80-foot wingspan. It still amazes him that they could do it.

To quote Lynn:

The best technique was to roll into position and hold, 30 degrees of flap, 30 inches of manifold pressure, yoke all the way back, throttles up, release brakes, increase manifold pressure to 50 inches, and you start to roll. Nose comes up and the next thing you know you're just kind of hovering. You think you're in a helicopter. There was the incredible reflexive sensation that you wanted to reach for something... Reach for the landing gear... um, lets not put that up quite yet... Reach for the flap handle... no, let's leave that alone for now...

They were still low and slow, with a lot of runway in front of them and it was best to just let the plane fly and pick up some speed.

All of the aircraft qualified with ease. They were: SNJ-4, F4F Wildcat, two F4U Corsairs, two Grumman Gooses (Lynn guesses you'd call them Geese?), two



During the voyage to Hawaii, Lynn and the other civilian pilots had the run of the ship. Lynn was even invited to sit in the Air Boss' chair, a distinct honor bestowed upon few.



Lynn shot this photo from his favorite place on the ship. His "cranial" helmet would get blown off if he didn't hold it on.

TBM Avengers (one replete with dummy bombs and rockets), three B-25 Mitchells, and then the "big fat ugly albatross" (Lynn's own words, folks! We think it's gorgeous.)

Lynn showed a video of one of the B-25s taking off, and it was breathtaking. That plane has incredible low-speed capabilities, which is largely why Doolittle chose it for the 1942 mission. The video shows a B-25, its nose in the air and rolling on just the mains, float off the runway more like a kite than an airplane. And when you are sure it's going to fall, it just continues climbing.

The pilot of one TBM got a little carried away with throttle and brakes. The thrust pulled the nose down before he started moving and he dinged his prop on the ground. He got to come along but could not fly.

## VIP Vinson Voyage

All aircraft flew in to Alameda NAS in early August. They were towed down the same taxiway as Doolittle's planes took 53 years before, used the same loading dock, and were lifted onto the ship via a crane. Lynn says he felt just a little bit like Doolittle himself.

The warbirds got the entire front end of the hangar deck. The Albatross wouldn't fit on the elevator so it was snuggled close behind the Island and weathered the voyage in fine shape.

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The Navy treated the civilian pilots, crew, and their families like royalty. They had the run of the ship, and could go anywhere except the reactor room. If a door was marked “restricted” they were told to just knock first. The crew told them repeatedly how proud they were to have them aboard. They got to eat wherever they wanted (including the Chief’s Mess up in Officers’ Country, where the really good food was). They visited the air ops center, the bridge, navigation, and all the places you would think would be off limits. Lynn was even invited to sit in the Air Boss’ seat overlooking the flight deck, a privilege not granted to many. It earned the resentful scowls of a number of officers and sailors standing by, but Lynn was too tickled to care. On the bridge they saw the sacred Captain’s Chair, in which nobody but the Captain himself could sit. Ever. Except them. More scowls.

Lynn’s favorite place was a forward catwalk on the port side of the flight deck. He was given a floatation vest and a thin helmet called a cranial. During air ops (and there was plenty of that) he would stand there as the F-14s and other planes were shot off the deck. The blast from the engines was enough to knock that cranial off his head.

They saw fire drills, arrestor cable replacement drills, replenishment drills, and every other kind of drill first-hand and up close. The crew drilled night and day. They even saw them test firing the phalanx guns, which are 20-mm gatling guns housed in fully automatic turrets. These guns have no human operators and are 100% computer controlled when switched on. They are the last-ditch defense against close-in aircraft, cruise missiles, attack boats, and seagulls. Apparently, the software was having trouble distinguishing between attacking aircraft and seabirds, and there were civilian software experts on board to troubleshoot it.



The Carl Vinson the morning of the launch. The Albatross is just aft of the island.

The one drill they had to take part in themselves was the man-overboard drill. They had to report to a specified room within 60 seconds from anywhere on the ship to be counted, so they had to learn their way around very quickly. Such things must figure in your calculations when showering or using the head.

## Launch Day

On the morning of the launch, Lynn came up on the flight deck and saw that they were only about 1000 yards off Waikiki, going about one knot. The flight deck crew was prepping the planes and making sure the observer areas were clearly marked off. And then they started bringing the observers aboard. There were a lot of them, Rear Admiral Spane among them.

Naturally, Lynn and the others had heard a lot about Admiral Spane but none had ever met him. He walked over to Lynn, shook his hand, and said “You must be Lynn.” “Yes Admiral Spane, it’s good to meet you sir.” To which Admiral Spane replied warmly, “You can call me Rocky.” A few minutes later, a Navy friend of Lynn’s said with

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#911 during her takeoff roll on the Carl Vinson. She was off well within her allotted 800 feet.

a shake of the head and irony in his voice, “There are thirty-five hundred Naval personnel aboard this ship, and all of them have to call him either Admiral, Admiral Spang, or Sir. But not you. YOU get to call him Rocky.” A privilege indeed.

The civilian pilots started their engines, did their runups, and when all was ready, began launching.

Lynn did not spend much time describing the launch, but showed a video which spoke far more eloquently than words. You can see that video here:

<https://www.youtube.com/watch?v=TQlqmk6FsdI>

After all the Corsairs, Mitchells, and other warbirds were off, the Navy (not wanting to be outdone) launched two F/A 18 Hornets. That

filled up the time it took them to wheel the big Albatross into position, pushing it as far back as it could go with the tail hanging out over the water. All the practice paid off, as they got off the deck with plenty to spare. That was Lynn’s one carrier takeoff, of which he is immensely proud. Lynn, Dave, and the Albatross flew directly to Barber’s Point, while the rest of the warbird group formed up and did a flyby past the ship.

Over the next few days, they participated in a number of events, including several flybys in front of large crowds and VIPs. It was a bit of a job to keep up with the zippier planes like the Corsairs and the Wildcat. You won’t ever see HU-16s racing at Reno.

On their last flying day in Hawaii, they had orders to land on Ford Island in the middle of Pearl Harbor. As Lynn turned from base to final, he saw that long straight stretch of water that constitutes Battleship Row. And he thought, “I’m flying over Pearl Harbor. I’ll never be back here in an Albatross. And what are they gonna do, arrest me?”

Much to Dave’s surprise, he reached over and put the

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Pearl Harbor. Ford Island with its runway are at center. Battleship Row, in which Lynn did an unauthorized touch-and-go, is the wide strip of water arching from lower right towards the center.



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After landing on Ford Island, the Albatross and the other planes were loaded on a barge and floated over to the Carl Vinson where they were craned aboard.

gear up, sidestepped to the right, and shot a touch and go on the water. Right down Battleship Row, past the Arizona Memorial. They flew back around, landed on Ford Island, got loaded onto a barge and were floated to the carrier where they were craned aboard. No one mentioned the long and unexpected wake down the middle of Battleship Row.

The voyage home was much the same as the voyage out. Air ops, nighttime drills, the works. They moored at Alameda, were offloaded and towed to Alameda NAS, and flew home.

## The Admiral Always Knows

But that's not the end of the story. About six months later Lynn's phone rang. It was Rocky. The now retired



The Albatross in its element. About six months after his epic voyage, Lynn treated Admiral Spane to a day much like the one shown here, for swimming and relaxing on Lake Berryessa.

Admiral Spane had a special request for Lynn. Rocky had never dived off the wing of a seaplane and he wanted to. A few days later, Lynn flew him and a friend up to Lake Berryessa where they spent some time basking in the sun and diving from the wing into the lake.

At one point they were sitting on the wing eating their lunch. Rocky casually asked, "Lynn, when you were recovering back to Ford Island that day, did you shoot a touch and go in Pearl?"

Lynn looked at him and said,

... Uh, yup...

Rocky replied lightly, "I heard about that..."

One gets the impression that Admiral Spane more than simply "heard about that" but figured it was water under the bridge and saw no value in going into details. Or maybe it was his way of telling a hotshot pilot that he really had not gotten away with anything after all.

## About Lynn Hunt

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



Lynn Hunt

## Beware the Pesky Expert

### Or, There's Nobody More Annoying than Someone Who Actually Knows What He's Talking About

By Peter Loughlin

At the end of Lynn's presentation about flying the Albatross off the Carl Vinson, he asked for questions. Now to me, the Q&A session is often the most interesting part of the evening's events. You see, I have a great love of flying and aircraft. But no training. But I read a lot. And I have a good friend who occasionally takes me for rides in his Beech Baron. The other day we ferried it back from Truckee, where it had been left for a couple weeks because of a faulty starter on the starboard engine. I invited myself along, because I knew that without me as ballast in the right seat, the plane would not fly straight. And it's often my job to remove the wheel chocks, keep an eye on the VOR, monitor the VFRs, watch for UFOs, and shout loudly every time the plane encounters turbulence. And after one particularly memorable flight last summer, it's my job to keep my hands to myself and leave the interesting looking switches, levers, and knobs alone. I learn quickly.

So, when Someone Who Actually Knows What He's Talking About starts running on about stuff, I listen in rapt attention.

Several times during his presentation, Lynn mentioned complicated aeronautical things that sounded important. At any rate, there were a lot of words and acronyms that started with V and they seemed to have something to do with getting the plane into the air and keeping it there. And from long experience I have found that V-words are often important. I made a mental note to myself to remember the V-words, and add them to my article about his presentation so I sounded intelligent. I think one was VCR or something, but I forget. Anyway, he was talking a lot about air-speed, and taking off on one engine and how you don't really want to do that. And he reassured us a number of times that even though his and Dave's Albatross was going reeeeeeeally slow, they were safe, they were OK, the plane flew well, they were within the envelope,

yadda yadda yadda. And there were a couple V-words in there so I knew he was right.

Now as most of you readers know, we have more than one venerable amphibian pilot in the house. That is to say, the pilots are not venerable amphibians per se, but are venerable pilots OF amphibians, or planes that can land and take off from both ground and water. (Ironic when you think about it, since an albatross is a bird, not an amphibian.) Anyway, Duane Coppock is one such amphibian pilot who flew Albatrosses for the U.S. Coast Guard as anyone who attended the January meeting or read the February issue of this newsletter will attest. So Lynn didn't have to please just an ignorant groundling like myself, but Someone Who Actually Knows What He's Talking About.

Here's a condensed version of the Q&A session, with stage direction and everything.

#### *Dramatis Personae*

LYNN Hunt.....Albatross pilot, warbird restorer  
DUANE Coppock ..... Retired Albatross Pilot  
GUEST 1 ..... a member of the audience  
GUEST 2 ..... a member of the audience  
CROWD of pilots, mechanics, and miscellaneous  
other know-it-alls

*Setting:* A conference room

LYNN: Questions, questions...?

DUANE: Lynn, I don't know if you want to hear this, but at those speeds that was way below single engine control airspeed.

LYNN: Next Question!

*CROWD laughs*

LYNN: Actually, Duane's exactly right. All those rules we normally operate by, such as VMC or minimum control speed on one engine... if we had lost an engine there's no guarantee it was going to fly. There's even less guarantee that the airplane was going to go where we wanted it to go. It

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would go where IT wanted to go. But how else are we going to fly off an aircraft carrier? I mean, c'mon, it's an *aircraft carrier*.

GUEST 1: What kind of wind did you have over the deck?

LYNN: During the briefing they asked us what kind of deck winds we wanted. We multi-engine pilots wanted more, and the single-engine pilots like the SNJ wanted less because they'd have a hard time taxiing. We all settled on around 20 Knots. Obviously they could have given us more just by speeding up the aircraft carrier. But we didn't need it. As you can see from the video, nobody was hard pressed to get off that deck. We didn't use half of it, and we were the longest one.

DUANE: Except that you were below single engine minimum airspeed.

*CROWD laughs louder*

LYNN: There's one in every group. Next question? Anyone? Anyone?"

GUEST 2: You read about how for the Doolittle raid they had to use the whole flight deck.

LYNN: Yeah, but remember they were heavy. They were heavy-heavy, and they had a full fuel load, full bomb load, full crew, and extra gas. They were as heavy as they could get. AND their carrier was at least a few feet shorter than this one. AND...

*LYNN pauses to emphasize his point and winks*

LYNN: ...they didn't have Vmc back in those days.

*LYNN shoots a sly glance at Duane, daring him to top that*



Lynn Hunt and copilot Dave DeWitt in #911 float off the carrier USS Carl Vinson at waaaaaaay below Vmc. Duane Coppock apparently has issues with this. The video from which this was taken is available at <https://www.youtube.com/watch?v=TQlqmk6FsdI>.

*CROWD laughs louder and longer*

LYNN: I doubt Jimmy Doolittle was looking at the ocean and saying "I don't think we've reached Vmc yet!"

*DUANE raises his hand*

LYNN: Yes! Duane!

DUANE: Our short field takeoff was 20 degrees to the right of the runway because the torque from the engines would pull it over. Did you need to do that?

LYNN: We didn't have to do that. That's a good technique, to let the torque straighten you out, but it wasn't that close. We had plenty of safety margin. Our power application was like any normal takeoff.

DUANE: Except you were below single engine minimum control airspeed.

*CROWD laughs long and claps. Exeunt all.*

Clearly, Duane was not going to let this one go. ★

## March 18 Guest Speaker:

### A Conversation with Roy Mize, Early Avia- tion Historian

In aviation's early days there were many pioneers. One of the most famous pilots wasn't known for his flying but for entertainment and incredible feats of derring-do. Harry Houdini escaped from handcuffs, locked safes, and chain-covered crates tossed into a frozen river. And he wanted to build a new act - with an aeroplane. At our March 18th meeting, historian Roy Mize will tell Houdini's story: how he bought an aeroplane, learned to fly, and set a record that put him in the history books. Roy's presentation includes a clip from one of Houdini's movies that includes some of the best original footage of Curtiss JN-4 flights that still exists. If time allows, he will show videos from some modern history.



### About Roy Mize

Roy Mize is a retired aerospace R&D program planner who became an early aviation historian after researching some 1925 U.S. Navy biplane photos he bought at an estate sale. Over the next twelve years he looked for other forgotten stories about the beginnings of flight. That effort has morphed into two books and a two-volume anthology of early flight: **Forgotten Stories of Early Aviation, 1843 to 1845**. He has written a number of other aviation publications. Roy has Bachelors' degrees in Business Administration and Science in Business as well as an MBA. He served in the US Army Air Defense School and then as a Nike Operations Instructor. He has taught at universities within California and led corporate in-house training courses.

### Time and Location:

Wednesday, March 18, 7:00 p.m.  
Mesa Beverage Company, Inc.  
3200 N. Laughlin Road. Santa Rosa, CA ★

## Hot Dog Thursday Returns April 2!



The first hot dogs of the 2015 season have an Appointment With Destiny on Thursday, April 2 on the Museum patio. It's one of the Rites of Spring: airplanes get washed, kids skip school, PCAM serves hot dogs.

Join us between 11:30 and 1:30. \$5.00 (\$4.00 for members) gets you admission, a large hot dog, chips, and soda or water. Hot Dog Thursday is an important fundraiser for the Museum, and under the leadership of Paul Heck and the rest of the dedicated crew it's become a fun social event for folks from all over the local area. It's a great opportunity to enjoy the spring weather, visit with other aircraft lovers, and have a savory lunch! Watch your email for further news! ★

### Gift Shop March News: Kids' Snowbirds Jackets

Show your enthusiasm for our Canadian friends! Children's sizes 3 (toddler) through 12 are now available in the Gift Shop. \$39.99 - \$43.99.

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







## The Pacific Coast Air Museum

### Location

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

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



### Hours

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

### “Climb Aboard”

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

### Member Meetings

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

### “Straight Scoop” Newsletter

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

### Membership Renewals

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

### Address Corrections

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

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

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

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## **STRAIGHT SCOOP**

### **March 2015**

*Climb Aboard*  
*March 21-22, 2015*  
*H-34 Choctaw Helicopter*

**PACIFIC COAST AIR MUSEUM**

#### **REMEMBER THESE DATES**

March 18, 2015	6:00 p.m. - 6:45 p.m.	Air Show Meeting at Mesa Beverage
March 18, 2015	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
April 2, 2015	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday — First of the season!
April 15, 2015	6:00 p.m. - 6:45 p.m.	Air Show Meeting at Mesa Beverage
April 15, 2015	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
April 18, 2015	1:00 p.m.	Commemoration of last USAF P-51 Flight, Petaluma
April 19, 2015	12:00 p.m.	P-51 Symposium, Petaluma. Watch for details.
April 25, 2015	9:00 a.m. - 3:30 p.m.	Boy Scout Merit Badge Class (advance registration required)
May 7, 2015	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday

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