



WINGS OVER WINE COUNTRY
AIRSHOW 2015
THE JETS ARE BACK!

By Nancy Heath

September 26 & 27

We're about four weeks out from the Air Show and have we got a show for you!

- **Canadian Forces Snowbirds:** Nine-jet formation aerobatics!
- **USAF F-16:** High-performance aerobatic flight demo, afterburner and all!
- **F-86 Sabre & MiG-15 "Tail Chase":** rival jets from the Korean War!
- **USAF Wings of Blue Skydiving Team:** Just dropping in!
- **C-17 Globemaster III** walk-through tours!
- **Warbird fly-bys:** Keep your camera ready!
- Top aerobatic performers: Bill Cornick, Spencer Suderman, Vicky Benzing, Jim Peitz, Frank "Dr. D" Donnelly, the Red Stars, and more!
- Visit WWW.WINGSOVERWINECOUNTRY.ORG for full information.



Volunteers Get in Free: Easy Jobs Still Available!

Help us put on a successful show, and GET IN FREE. Lots of sit-down office jobs are still available, as are on-site jobs during the show. All volunteers get in free. Visit our [Volunteer Registration Site](#) for more information and to sign up!

Mandatory Volunteer Meeting Sept 23

If you're a volunteer, you need to be at the Volunteer Meeting on **Wednesday, September 23, at 6:00 p.m.** It's held at PCAM. You'll be given important safety and procedural information, you'll get your volunteer wrist bands, you'll find out about parking and the volunteer barbeque, and team leads will receive their tee shirts.

Spread the Word and Boost Attendance

Help us get lots of visitors: "Share" or "Like" us on [Facebook!](#)



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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 Hanger Update

I told those in attendance at the August 19th Membership Meeting that we were about ready to sign the Term Sheet for our move. I have since signed it and we're waiting to get it back signed by the Airport Manager. There was one last change that was made that we hope will not be a problem.

Then we go through the long process of drafting, agreeing on, and finalizing the actual purchase and lease agreement. If all goes well and no unforeseen issues arise, I hope this can be accomplished by the end of the year. Then if that all happens, we can be looking to make the move in the 1st quarter of 2016. That is the hope.



The lay of the land: The left half of this photo shows the Pacific Coast Air Museum in its current location. If the deal with the airport goes through, we will be moving next door, to occupy the Butler Hanger (with curved roof), the small buildings, and much of the paved area in the right half.

Thank you to all who have voiced your support of this major venture for PCAM!

Fences

I have asked Airport Management to see if we can put up fences so that we can discontinue having to provide the AOA Badge patrol during our open hours. This has stretched our AOA volunteer support group dramatically. Thanks again to all who have been covering this important effort. The alternative to not covering this new TSA requirement is that we close our gift shop and the museum during those periods that we do not have coverage.

— Jim Sartain

September in Aviation History...

On September 3, 1954, Major John L. ("Jack") Armstrong, USAF, broke the world speed record for a 500 kilometer course in a U.S. Air Force F-86H Sabre. He averaged over 649 mph during his run. The F-86H differed from earlier versions of the Sabre by having a larger, more powerful engine and correspondingly larger fuselage and air intake. The F-86H was active only briefly, being quickly supplanted by more advanced jets. The one in the Pacific Coast Air Museum collection is shown here ready to receive climb-aboard customers at the 2014 Wings Over Wine Country Air Show. This aircraft is on loan from the National Naval Aviation Museum at Pensacola, Florida. ★



Vietnam Veterans Tribute Day Attracts Big Crowd

By Christina Olds

Vietnam Veterans Tribute Day on August 15th was a meaningful experience for all who attended. Despite the tremendous heat of the day, veterans and friends came from all over the Bay Area to participate. The several hundred people present included Vietnam War era veterans representing the Army, Air Force, Navy, Marines, and Coast Guard. The museum served its famous \$5 hot dog lunch and had ten Vietnam-era aircraft open for climb-aboard.

The central event of the day was the ceremony at 1:00 p.m. Color guards bearing the American flag came in on horseback and on foot. Speakers shared their own experiences of Vietnam and urged all in attendance to thank all veterans who returned from that unpopular conflict, and to remember and honor those who did not. The ceremony closed with a solemn rendition of Amazing Grace by bagpiper David Winter. ★



All photos this page © Copyright John Nelson



Help Bring Home Our AH-1J Cobra Gunship #159222

**We need your generous donations to raise
\$40,000 by Fall 2015
For de-Mil / Prep and Transport**

To contribute, contact
Jim Sartain
President, Pacific Coast Air Museum
JSartain@KeeganCoppin.com
707-799-0912

The Pacific Coast Air Museum is a 501(c)(3) non-profit organization.



URGENT: Cobra Gunship Acquisition

We're about 25% of the way to our fundraising goal, but we still need an additional \$30,000 in order to acquire this spectacular aircraft. It is one of two that have become available recently, and this one (#159222) is earmarked for US! Mark Fajardin pulled off a coup in reserving it, and we don't want to let this opportunity slip through our fingers. The Museum has not received many suggestions or ideas as to whom we can approach for major donations. For more information, see page 6 of this newsletter.

We ask you all open your little black books (or LinkedIn, or Facebook) and think about your friends and colleagues. Would any of them want their name, company name, or logo on a sign next to this marvelous helicopter? Would any of them want to provide a significant donation to bring it here and receive the gratitude of the Museum and a good deal of ongoing publicity besides?

SEND YOUR IDEAS TO PRESIDENT JIM SARTAIN: JSartain@KeeganCoppin.com, or 707-799-0912. 🌟



This is AH-1J Cobra #159222 itself, all wrapped up for storage at AMARG in the Arizona desert. Will we be able to pay to bring it to PCAM and have it unwrapped here? We must act soon or we are going to miss out.

Why add an AH-1J Cobra to our Collection?

Adding the AH-1J Cobra contributes to the Pacific Coast Air Museum's mission of educating and inspiring both young and old about our aviation heritage and space technology, preserving historic aircraft and artifacts, and honoring veterans. Helicopters are very popular among the younger generations.

"The Bell AH-1 Cobra [was] a two-blade, single engine attack helicopter manufactured by Bell Helicopter. It was developed using the engine, transmission and rotor system of the Bell's UH-1 Iroquois." (Wikipedia, https://en.wikipedia.org/wiki/Bell_AH-1_Cobra)

The Cobra was intended as a fast, hard-hitting airborne platform that could carry more firepower, be more maneuverable, and be more robust than armed Hueys. Earlier versions were used extensively by the U.S. throughout the Vietnam War. In many ways the Cobra is the epitome of the helicopter gunship, and has inspired several designs since then. They have seen use in many conflicts since their first missions in 1967 and later variants are still in use today.

The twin-engine "J" version of the Cobra was designed for the U.S. Marine Corps and first saw combat in 1971. Its presence on our field will help fill in the story of USMC helicopter operations during and after Vietnam. 🌟

Acquisitions Report

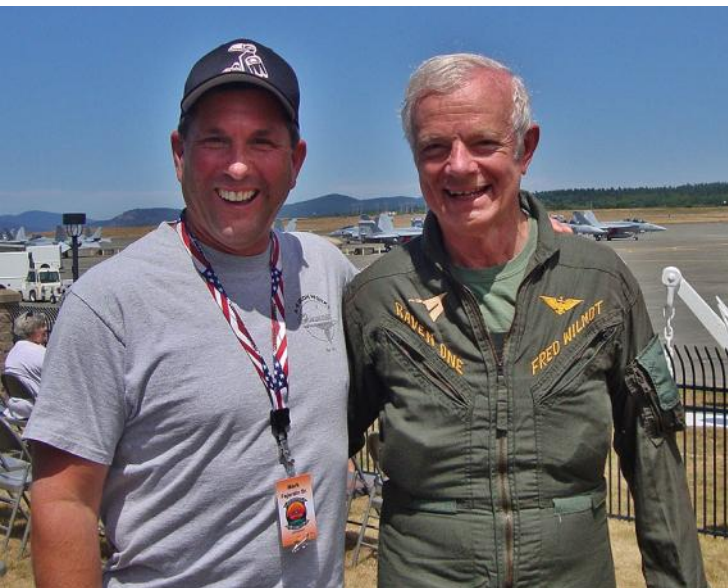
By Mark Fajardin, Director of Acquisitions

Prowler Sunset Celebration

In June I was fortunate enough to get an invitation to attend the US Navy's three-day Prowler Sunset Celebration at NAS Whidbey Island Washington to celebrate 45 years of the EA-6B Prowler in Navy service. It was the first time I've been a part of an entire community retiring an aircraft, and it was a very moving experience with a mix of sadness and joy as hundreds of people from 49 states and 9 foreign countries reunited to say goodbye. Numerous events each day were scheduled with everything from golf tournaments, to formal dinners, to memorial services, and even two hangers converted into exhibition halls with live bands. On Saturday we all mustered at the terminal to watch the last Navy Prowler (Buno 163890) fly off for the last time, and seated in the back was the first Prowler pilot, Fred Wilmot. A very fitting tribute as she thundered off for the NAS Pt. Mugu Air Museum ending a career as the Navy's longest serving carrier aircraft. The Marines will continue to fly the Prowler ICAP III variant until 2019.



Above: #163890 was the final EA-6B in US Navy Service, and was given an honorable farewell by those who flew and serviced her and many others like her. Below: #163890 flies in the company of two EF-18G Growlers, which are replacing Prowlers in the Navy, before departing to land for the last time at NAS Pt. Mugu.



Mark (left) and history's first Prowler pilot, Captain Fred Wilmot, US Navy, Retired.

EA-6B Cockpit Trainer

For nearly two years I have been pursuing a rumor that the Prowler Cockpit Trainer was still on the base at Whidbey Island, only to be told numerous times that it had been removed long ago. Finally one of my partners in crime called to confirm a sighting of the "white whale" and I was off and running. During the Prowler Sunset Celebration my Grumman buddies set me up with Lt. Ed Butler to gain access to the classified training facility, and as he unlocked a large door there it was! Last week I received official word from the Chief of Naval Operations that the cockpit trainer has been released to me and I may be

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Mark, sitting in the EA-6B cockpit simulator. This has been released to PCAM, and we may be able to get training simulators like the landing gear simulator at right as well!

able to get all of the maintenance simulators as well! I have also procured two towable engine stands for our J52, TF-30, or J47 engines. In the coming months look for the new PCAM acquisitions trailer to be hauling in some very cool items, including our T-34 Mentor which is waiting for us at NAS North Island San Diego.



AH-1J Cobra

Giving you a little more detail from President Jim Sartain's message, I got an unexpected email from Pensacola stating that AMARG is setting up its schedule and they need payment of \$27,701.00 plus an 8.3% non-DOD surcharge for a total of \$30,000.18. Since they don't take kindly to "tire kickers" I had to do some politicking to hold everyone off, and I worked a deal until the end of September, so time is running out. All of the logistics have been put into place for the Cobra acquisition with PIMA Air & Space Museum accepting it for us, and I'll be going down to work with their folks in disassembly and loading. C&A Trucking in Cotati has given us a good quote to transport it, so now all we need is for you to bring Cobra 159222 home. As you can see acquisitions is a fun and busy place with the US Navy Tailhook Convention in Reno next. Here's to you from the annual Pig Roast at the TopGun bar, NAS Fallon Nevada.

Blue Skies Always! ✪



Gift Shop September News: 10% Off on Kids' Jackets

Kids' jackets are on sale through September! Set up your favorite youngsters with proper Air Show style with one of these high quality jackets. They're covered with aviation emblems and patches sure to light up the afterburners on any child's imagination.

We have four styles: our popular Snowbirds jackets (not shown), a leatherette bomber-style jacket, green fabric, and blue fabric. Sale prices are \$38.69 to \$45.89 (normally \$42.99 to \$50.99) depending on size and style.

And remember: Museum members get a 10% discount off any normally priced items. Sorry, member discount does not apply to sale items. ✪



New PCAM Structure Needs Your Help

By Lynn Hunt

In one of those “be careful what you wish for” scenarios, PCAM has acquired the old airline security portable building for eventual use as a museum display area. The building has been languishing outside for years and has sustained water damage but nothing that can’t be fixed. It is overdue for a makeover and with liberal applications of soap, paint and love it can one day serve as a home for historic artifacts and memorabilia that the museum wants to display.

The interior needs some sub-floor replacement in addition to ceiling work and wall treatments. No one has been on the roof yet but looking at the water damage suggests some evil lurking there as well.



This new PCAM acquisition needs your help. The photo at left shows some of the water damage that needs repairing.

This is a great opportunity for volunteers who might be short on aircraft skills and knowledge but are anxious to help out. If you can wield a mean paint brush or are good with your hands, your assistance is greatly appreciated. Presuming we might actually get some rain this winter we need to assure ourselves that the building is at least water tight.

The building has lots of potential and has been earmarked to possibly house our Women In Aviation exhibit.

If this sounds like the perfect match or even if it’s not and you just want to help out, contact Lynn Hunt at 707 235 2552 or drop an e-mail to aero7550@sonic.net for work party information. ✨

Air Show Addition: Canadian CC-115 Buffalo Walk-Through

We’ve got another great Canadian addition for the Wings Over Wine Country Air Show: a DeHaviland Canada CC-115 Buffalo that will be open for walk-through tours. Originally designed and built by de Havilland Canada for the U.S. Army in the early 1960s, the Canadian-built CC-115 served with the Canadian armed forces, Canadian search & rescue, and with the military services of many countries around the world. It has remarkably good STOL (short take-off and landing) capabilities, and is ideal for carrying heavy loads into and out of remote areas with short and rough runways. This Canadian Forces Air Force aircraft is used on their west coast for search and rescue. It will be open for walk-through tours. ✨



In Case You Missed It: August 19 Member Meeting Guest Speaker... Sascha Jean Weinzheimer Jansen: 70 Years of Freedom

By Peter Loughlin

On Wednesday August 19, the guest speaker at our monthly member meeting was Sascha Jean Weinzheimer Jansen.

Very few people know that over 12,000 civilians were held by the Japanese in and around Manila. Many did not survive. Here is the story of one internee who did survive, who has been telling the story for the past seventy years. She spoke about her experience being interned at the Santo Tomas camp in Manila and about leading tour groups of former civilian and military POWs in visits to the Philippines.



Sascha Jean Weinzheimer Jansen spoke about her childhood experiences interned with 4,000 others at the Santo Tomas prison during the Japanese occupation of the Philippines.

The First Month of the War

Sascha was just eight years old on December 7, 1941 when the Japanese attacked Pearl Harbor and began their march through the Pacific. She was the granddaughter of a sugar plantation owner near Manila, Philippines, and her father was one of the plantation managers. She had a sister (age three) and a brother (age three months). Sascha had contracted polio when she was 18 months old, and required leg braces and special shoes in order to walk.

The Japanese started bombing Manila on December 8 and many American, British, and Australian civilians began showing up at the plantation for refuge. Then the Japanese strafed the railroad tracks to the plantation and bombed the mill buildings, and Sascha's family decided they had to leave. They moved to the Bay View Hotel, which was owned by a family friend.

Eventually, General MacArthur – then in charge of the U.S. military presence in the Philippines – realized the Philippines could not stand and he declared Manila an

open city, meaning it would not be defended. This avoided a pitched battle and saved countless lives. The U.S. military left and on January 2, the Japanese marched in.

At Santo Tomas

At this early stage of the war, a branch of the Japanese civilian government was responsible for civilian internment. They converted the Dominican college at Santo Tomas into a camp and moved Sascha, her family, and about four thousand others onto its meager sixty acres.

Santo Tomas had no dormitories and few toilet or bathing facilities. Up to forty prisoners were housed in each classroom. Families were split up, with men and older children separated from women and young children. Prisoners built their own shanties and lean-tos. A committee of prisoners was formed, with individuals appointed to head up housing, food, policing, and other key functions.

Life began a monotonous cycle, with nothing to see, nothing to do, and nothing to listen to except the camp public address system playing the same awful “Good Morning” song to start each day.

Food was a constant problem. The Japanese did not provide any.

Some people bought food from civilians whom the Japanese had not imprisoned. The person in charge of food was allowed to gather provisions in Manila, and got much of it from Spanish companies in exchange for IOU notes. The food came in and they managed to grow some on the camp grounds, but it wasn't plentiful. It was all shared, out of a feeling of camaraderie and because it would otherwise spoil in the heat. Eventually the Red Cross was allowed to bring in more food.

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School or a Diary

To keep the kids out of trouble, the adults started up a sports program and a school. The only classroom space available was on the fourth floor, and Sascha could not climb the stairs. So her mother brought her some blank notebooks and insisted she keep a diary. "Write down everything," she said. "Everything you see, every rumor you hear, how you feel, write it all down."

Sascha resisted but is now very grateful that her mother insisted on this. Her diary has been an invaluable reference in documenting their internment. Historian Ken Burns used it as a primary source during the making of his PBS documentary "The War" and even had a twelve-year-old actress read passages from it.

And Then Things Got Bad

In January 1944 the Japanese military took over the management of civilian internment camps. Rations were cut to two meals of very thin rice porridge per day, with occasional additions.

The Japanese secret police, the Kempeitai, would sometimes take men away for interrogation. Many simply disappeared, and others came back in terrible condition after being tortured. Three Australian men who escaped were tortured and beheaded. Four others were beheaded for other infractions. All this was a terrible blow to morale.

Time passed, and people began dying. Sascha's mother was wasting away, as she had been nursing Sascha's little brother. On his third birthday a doctor in the camp insisted she stop because it was severely depleting her body. He told the family that there was little chance she would survive. She lived, but when they were liberated her 5' 8" frame weighed only 73 pounds.



Sascha and her little brother while interned at Santo Tomas. This was a propaganda photo taken by the Japanese to demonstrate how well the interned civilians were being treated.

And Then Things Got Better

One day in September 1944 two Japanese pilots were practicing dog-fighting near the camp. Sascha and everyone else were familiar with the sound of their engines, so they immediately noticed when other engines made themselves heard, with a marvelously deep, powerful, and mature sound. Two big beautiful American fighters burst into view and sent the Japanese crashing to the earth in flames. The prisoners jumped and shouted in glee. After this, Sascha was very interested in airplanes.

Next morning, the public address system broke the monotonous routine and played "Pennies from Heaven."

Those fighter planes had been escorting one of the first U.S. bombing missions to retake the Philippines, and they came back two more days. Then there was a lull in the action, until one day in December 1944 when hundreds of B-24s came over to bomb Japanese air bases. One B-24 took a direct hit from an anti-aircraft gun and burst into flames. Some parachutes opened, but others did not. The whole camp stood and cried for the boys who had died on their way to liberate them.

But they had begun starving. By January 1945, three or four people were dying every day. One day a man in front of her in the chow line turned to say something to her and simply fell down dead.

On the afternoon of February 3, just four days before her 12th birthday, five U.S. fighters suddenly roared over the camp. One pilot dropped a note which read, "Roll out the barrel, Christmas is soon here." The whole camp was abuzz. Then after their pathetic evening meal, they heard engines again. They looked up but saw nothing. The sound kept getting louder and

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the earth began to shake. The tanks of the American First Cavalry had arrived.

They crashed through the main gate just as in a movie. The Japanese commandant and his men fled to the male prisoners' building, taking about 200 men and boys hostage. After two days of negotiations the American commander agreed to let the Japanese go with their small arms, an escort to the Manila city limits, and a promise that no Americans would attack them.

But he never promised not to tell the Filipino guerillas where they could find a group of lightly armed Japanese. Sascha did not relate the fate of the commandant and his guards but it's easy to imagine.

Only once the men were released could the former prisoners celebrate.

The Americans had arrived just in time because the standard Japanese mode of operation was to slaughter prisoners and civilians when defeat was imminent. During the devastating month-long Battle of Manila, the Japanese killed over 200,000 civilians, including all the members of the German club.

The prisoners could not leave the camp for that entire month because of the fighting and their own weakness. A Japanese mortar began shelling the camp and killed many ex-prisoners and GIs before it and its crew were knocked out.

At first, the well intentioned American soldiers tried to feed the prisoners spam, chocolate, and other standard provisions. But their weakened bodies could not handle the rich food and they all got violently ill. Soon, more conservative fare of rice and soup was provided, and the prisoners began to recover. This included Sascha's mother.

Give 'Em a Treat

Eventually the battle moved on, and the ex-prisoners recovered enough to be sent home. On March 14, Sascha got her first-ever airplane ride. It was in a C-47 and as she says, "Boy was that a humdinger. That was so cool." And pretty scary too because they skirted



One of the main buildings of the Santo Tomas Dominican College, converted into dormitories for civilian internees. Shanties built by the prisoners are visible in the foreground, with a tilled field at the left. This U.S. Army photo was taken in 1945.

the edge of a typhoon. There were other planes in the flight, but they got separated because of the storm and had to land at various air bases. She and her family spent four days at a beachside rest and recuperation camp for wounded soldiers, where they sat on coconut logs to watch movies and sip Coca-Cola. Then they were ferried out to transport ships. Lots of wounded GIs were already on board. These guys didn't know there would be women coming aboard, and in typical fashion began whistling at the ladies.

They had to climb rope ladders onto the ship. It was breezy and the wind... well the wind played havoc

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with both skirts and propriety. Sascha's dad admonished her mom, "Hey! Hold your skirt down!" She simply replied, "Listen. They went through hell for us. I'm giving them a treat!"

Back to the Philippines

Years after the war, Sascha began leading tour groups for people who had been prisoners of the Japanese. They visit Manila, Corregidor, Bataan, and the locations of the camps. Many of the civilians she knew who perished during the occupation and the Japanese shelling of Santo Tomas are buried in and around Manila, and she leads the groups in visiting the graves. Many years ago she made a concerted effort to learn the identities of the men who died in the B-24 she saw shot down, and now they visit their graves every year as well.

We all thank Sascha for coming to speak to us and share her story. We are doubly and triply thankful because only a few days before her presentation, her little brother, whom she helped care for throughout their harrowing experience at Santo Tomas, passed away at his home in Hawaii. Sascha, please accept our condolences at your loss and our thanks for your bravery and your generosity in sharing your story.

About Sascha Jean Weinzheimer Jansen

Born in Manila, Philippines, Sascha was raised on her



Sascha and her family aboard the US Navy transport USS Admiral Capps in April 1945, after liberation in February, 1945. The whole family made it, but note how emaciated her mother still looks.

grandfather's Calamba Sugar Plantation in Laguna. During WWII, Sascha and her family were captured by the Japanese and incarcerated in Santo Tomas prison camp for over three years until their liberation on February 3, 1945 by U.S. troops. Sascha was one of the principle participants in the PBS production THE WAR, a popular and historic Ken Burns Documentary. Mrs. Jansen is now Vice Commander of the Bay Area Civilian Ex-POW organization in California. She also writes for its journal, BEYOND THE WIRE. Sascha is a public speaker for BACEPOW and designs and conducts tours back to the Philippines for ex-POWS. She lives near her children and grandchildren in Vacaville, California. ★

New Members Since July

Carl Hart, Santa Rosa
 Tom Kimball Family, Glen Ellen
 Gregory Stiling, Mocksville, NC
 David Walkup Family, Healdsburg
 Jim Crichton Family, Rohnert Park
 Ana Von Hirtz Family, Healdsburg

Paul Von Hirtz
 Milton Jason, Sebastopol
 Douglas & Susan Provencher, Santa Rosa
 Paul & Janet Doto Family, Santa Rosa
 John & Jil McGivney Family, Santa Rosa
 Chad & Susan Surmick Family, Santa Rosa
 Gary Medgivy, Sebastopol

October 21 Guest Speaker:



**Bob Hoey:
Expanding the X-15
Flight Envelope from
Mach 2 to Mach 6**

**No Member Meeting
in September**

Bob was the primary Air Force Flight Test Engineer on the X-15, the famous rocket powered research aircraft designed to explore the boundary between atmosphere and space. Often

referred to as the most successful of the “X-Planes”, the X-15 reached Mach 6 and 340,000 feet. Bob will describe essential and unique design features of the X-15, the test methods used to safely reach each of the design goals, incidents and accidents, and engineering test results and “fixes”.

About Bob Hoey

Bob graduated from the University of Washington in 1955 with a BS in Aeronautical Engineering. He earned an MS degree in Systems Management from USC in 1977. He served an Air Force officer and Government Civilian employee at the Air Force Flight Test Center at Edwards AFB in California. He participated in flight test engineering for air vehicles and reentering space vehicles, spanning early stability and control testing of the Century Series fighters (F-100 through F-105), mission planning/data analysis for the AF/NASA X-15 flight to Mach 6 and 340,000 feet altitude, the first Air Force fly-by-wire flight test (F-4), the first AF digital fly-by-wire flight test (A-7 Digitac), the YF-16 prototype, and numerous “Lifting Body” vehicles. Following retirement, Bob has served as consultant on many flight test projects including the Scaled Composites Spaceship One. In 1979, he built a BD-4 (4-place homebuilt airplane) which he generously donated to PCAM in 2014.

Time and Location:

Wednesday, October 21, 7:00 p.m.
Mesa Beverage Company, Inc.
3200 N. Laughlin Road. Santa Rosa, CA 🇺🇸

Next Hot Dog Thursday September 3:

Only One More After That!



The August 6 Hot Dog Thursday was great, with our generous sponsors exhibiting their wares and special offers on our field. And remember, the September event will be the second to last one of the year!

Join us for the next one on September 3 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.

The sponsor for the September Hot Dog Thursday is [Burgess Lumber](#).



We thank [Silveira Buick GMC](#), [Sonic](#), and [Accent Printing](#), for sponsoring the August Hot Dog Thursday.

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

Air Show Flashback

This one flashes waaaaaay back to 2007 for a heritage flight with an F-16 Fighting Falcon and a P-51 Mustang. The dulcet tones of a Rolls-Royce Merlin and a General Electric F110 will again mix in the blue skies over Sonoma County, as the Heritage Flight returns at this September’s Air Show!



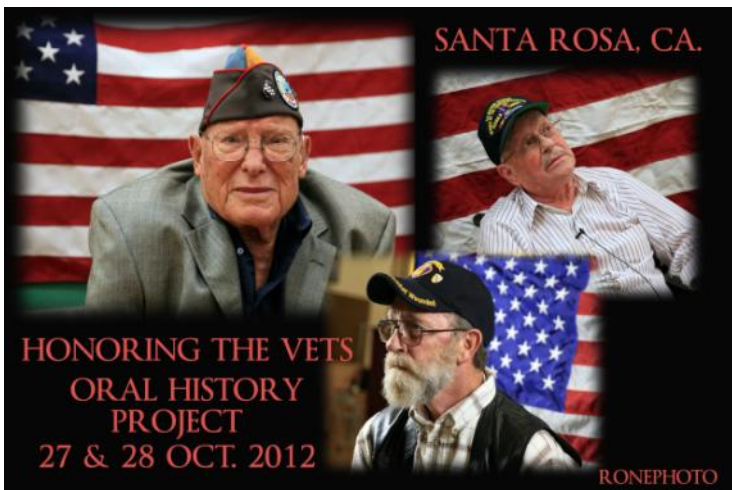
©Peter Loughlin

New Life for Oral History Program

By Barbara Beedon and John Nelson

Early in 2010, Lynn Hunt (at the time, president of the PCAM Board of Directors) approached new Development Officer Barbara Beedon with the idea of recording Museum members for posterity. Barbara had also heard about the Library of Congress' Veterans History Project (VHP), as many other Air Museums were using it to raise money and visibility. Barbara convened a team composed of museum members Mary Jane Smith and Steve Reusel, Videographer Andre Cahill, and Jennifer Dawes from Congresswoman Lynn Woolsey's office. Together they created a separate but similar Oral History Program for the Museum, and worked cooperatively with Woolsey's office to help with transcribing and sending the interviews to the Library of Congress.

After about a year of holding two interviews per month, plus recording of Member Meeting speakers, the team put together a 2-day "Marathon" at the Santa Rosa Veterans Memorial Hall and captured more than 120 interviews. Buoyed by their success, they scheduled a 2nd marathon in the Fall of 2012, but were not able to bring in as many volunteers to help. The day was wildly successful, but exhausted the team. After capturing about 300 stories in less than 2 years, Barbara needed to turn her attention to fundraising and the new F-15 campaign. Lynn Woolsey was also retiring, so the effort was put on hold until another team could be put together to get it running again.



Promotional montage from the October 2012 OHP marathon.



A volunteer interviewer and videographer record the stories of a World War II Veteran at the Oral History Program's October 2012 marathon. The OHP records and preserves our Veterans' first-hand accounts before they are lost forever.

Fast forward to the Spring of 2015. PCAM President Jim Sartain contacted Alan Nelson and John Nelson (neighbors, but not related) to co-chair the soon-to-be-revitalized Veteran's Oral History Program. After some discussion about the structure of the program, Alan and John, with the help of Jim Sartain, put together a new Oral History team consisting of PCAM members Marilyn Pahr, Nancy Sandborn, Tom Chauncy, and Charley Taylor.

We now have the equipment to videotape and produce the Oral Histories and a great setting for the videotaping. The first person recorded by the revitalized project was Sascha Jean Weinzheimer Jansen, our guest speaker at the August 2015 member meeting. We anticipate a busy schedule, as, over twenty vets signed up at the August 15 Tribute to Vietnam Vets event. They have offered to share their experiences and we are grateful for their willingness to do so. This is an extremely important program and we hope that any vet who wants to share his or her service experiences, from any war era, contact John Nelson (jsnelson1@comcast.net, 707.239.1002) so we can schedule their time with us. ★

The Story Behind the Photograph

By Lynn Hunt

We (PCAM) were still in our formative years and somebody had the idea of entering an airplane in the annual Rose Parade as a way to help get the word out about the museum. We didn't have many aircraft to choose from and the odds-on favorite was Lloyd Hamilton's Hawker Sea Fury mostly because of its folding wings. Lloyd was hanging out in the Bahamas in those days but gave us permission over the phone. We used my 1972 Ford pickup as a tow vehicle and Sonoma County Sheriff Lieutenant Ron Dryer provided us with an escort. We launched from the airport well before sunrise and negotiated the route to the parade staging area with little difficulty. Several PCAM members donned appropriate attire and rode atop the Sea Fury the length of the parade route eagerly waving to the crowds.



The Sea Fury on Mendocino Avenue, engine running. Though circumstances made it necessary, the Pacific Coast Air Museum as a matter of policy does not condone such blatant disregard for the public safety or flaunting of important traffic laws. After all, they've clearly stopped in a "No Parking" zone — just look at the sign on the lamp post. 🌟

Once the parade was finished we began the 15 MPH journey back to the airport. By now downtown Santa Rosa was in full Sunday morning swing and the traffic along our return route had noticeably increased. The towing speed had been established earlier that morning by experimentation and it was the maximum speed above which the aircraft/tow system became unstable and the aircraft would start to oscillate in ever-increasing gyrations. The link between the truck and the aircraft was a home-made tow bar that had never let us down before but was now being severely tested. The risk factor was obviously high should a highly prized aircraft become disconnected from the tow vehicle while at speed. We therefore elected Steve Penning to ride "shotgun" in the cockpit ready to respond should any mishap occur. It did.

While transiting Mendocino Avenue abeam the current day Kaiser Hospital and while at speed the Sea Fury began to oscillate. I tried to slow us down but the added load snapped the tow bar. There were some exciting but brief moments watching all of this unfold in my rear view mirror. Steve was able to get the airplane stopped in the middle of Mendocino Avenue. We all gathered around the airplane and inspected the tow bar which was clearly out of commission. Ron needed to clear the street and the rapidly developing traffic jam and pointed to a bus stop a couple hundred yards down the road. After a few seconds of indecision I looked up at Steve perched in the cockpit, smiled and said, "Well, crank her up!" Steve lit her off and proceeded to taxi down to the bus stop where he pulled over to let the traffic pass by. Needless to say we garnered lots of interesting looks.

I raced out to the airport, procured a second tow bar and we completed the very successful mission. That's the story behind the photograph! 🌟



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](mailto:Peter.Loughlin@pcam-news@loughlinmarketing.com), 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

September 2015

Climb Aboard

September 26-27, 2015

Wings Over Wine Country Air Show:

Numerous planes open for Climb-Aboard

Get Tickets: www.wingsoverwinecountry.org/tickets

REMEMBER THESE DATES

September 3, 2015	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
September, 2015		No Member Meeting this month.
September 23, 2015	6:00 p.m. - 7:30 p.m.	Mandatory Air Show Volunteers meeting at PCAM bldg.
September 25, 2015	6:00 p.m. - 9:00 p.m.	Wings Over Wine Country Air Show Performers Reception
September 26-27, 2015	9:00 a.m. - 4:00 p.m.	Wings Over Wine Country Air Show
October 1, 2015	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday — Last One of the Season!
October 21, 2015	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
November 18, 2015	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage

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