



STRAIGHT SCOOP

PACIFIC COAST AIR MUSEUM

Volume XXI, Number 6

June 2016

Mustang Roundup in Just a Few Days

By Connie Reyerse

It's one week and counting until June 18, 2016 when the Pacific Coast

Air Museum will host the Mustang Roundup and Muscle Car Show!



What will this entail? Mustang cars of every year and configuration, from full-on restorations of early models to high performance "restomods" to Shelby GT's of a wide range of years. In addition there will be modified Chevys from the 50's, a Woody Station Wagon, Ford Coupes, and even a 1988 CHP Patrol Car.



The Mustang Roundup and Muscle Car show will feature an engine-revving Sound Off Contest between a P-51 Mustang and Steve Castelli's '41 Willys Coup Dragster!

Additional custom cars will be shown by Steve Castelli, who will be bringing his '41 Willys Coupe dragster to compete in the Sound Off Contest to see if it can be louder than one of our P-51's running up.

The Mustang Roundup will also feature a raffle drawing. The winner will get a ride in a P-51 Mustang at the end of the show. Tickets are \$25.00 each. The holder of the winning ticket must be present to win.

To add to the excitement we will also be hosting three of Sonoma County's P-51 Mustang fighters, a P-40 Warhawk (think Flying Tigers), a Stearman bi-plane, and a Navy T-6. Also making its PCAM debut will be the Lockheed Jetstar recently donated to the museum. This unique jet is actually the first executive jet in the industry, having been originally built for the USAF to fly military high command around the world. It was very popular with the Air Force, so much so that Lockheed decided to offer it to the civilian market. In the James Bond film Goldfinger, villain Auric Goldfinger had his personal Jetstar flown by Pussy Galore herself. The Jetstar will be open for public viewing at the Mustang Roundup.

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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

As I already announced, Clint Fereday was appointed our newest Board Member, taking over the remainder of Tom Chauncy's term through December of 2017. Clint is the Chief Pilot of Jackson Family Wines and has a very extensive background in similar positions with other companies and in establishing policies and procedures in addition to his flying time. Clint's main initial focus will be assisting Lynn Hunt with the new Flight Wing operating procedures.

I want to thank Tom Chauncy for his four and a half years on our Board and for his years of so many contributions to PCAM. Tom has been one of our rocks and go-to guys. He will remain as active as he can.

I'm also pleased to announce that C J Stephens has taken over as our Vice President. This move puts C J in line to be our President for 2017. C J takes over from Julia Hochberg who needed to step down from that position.

Julia Hochberg has been instrumental on our Strategic Planning Committee, head of our new Website Committee, and as Director of Sales and Marketing. She has been my right arm and valued advisor (as she will remain). She will also remain one of our Board Members.

The Facility Relocation Team has moved into high gear, with a number of subcommittees taking on plans for all aspects of our move to the Dragonfly/Butler Property. We are researching options to move in steps, if necessary, so we could possibly be moved into the new space by October. This isn't final yet. The first move, which we are on a fast track to make happen, is the move to the new Area 52. The first proposed site has been changed to two other optional locations, both of which can be just as good, if not better.

I want to thank all the members who have stepped up to lead and help with all the details that need to be worked out. This is the largest undertaking PCAM has ever faced but it will position us to take the next huge step toward expansion, success, and long term sustainability.

I have heard that this is hard, frustrating, and seems to be taking forever. All this is true. I've also heard many say they're done, throwing in the towel, ready to give up.

To this, I want to say this: There's no giving up at PCAM. We didn't build this wonderful organization by being quitters. There's no quitting at PCAM.

WE ARE GOING TO MAKE THIS HAPPEN!

— Jim Sartain

**Gift Shop June News: 20% off
All Toys, Selected Weekends:
June 11 & 12, June 25 & 26!**

All toys are 20% off on selected weekends in June!

Remember, PCAM members get a 10% discount on all regular-priced merchandise in the Gift Shop. Discount cannot be applied to sale items. ★



McKinley Mustangs Aviation Club

Third Year at PCAM - Still Having Fun!

By Charley Taylor

On Saturday June 4, 2016, seventeen students and their families and sponsors arrived at the Pacific Coast Air Museum for a perfect day of flying. After a brief history lesson about PCAM and the Santa Rosa Army Air Corps field, Art Hayssen, (PCAM Director of Education and member of the Board of Directors) gave a safety briefing. Students were then introduced to their pilots who gave their own aircraft-specific flight safety briefs. Four aircraft were parked nose to tail. Crews were strapped in, engines were started and flights began in a fashion reminiscent of an aircraft carrier launch. Returning students were all smiles, excitedly talking of their airborne adventures. The second group was soon airborne for flights over Bodega Bay and return to STS. Special thanks go out to our pilots who willingly volunteered their time and aircraft: Paul Heck, John Robinson, Ron Avestal, and Kevin Quirk. Duane Coppock enthusiastically opened and conducted hands-on tours of the PCAM UH-16E Albatross for students not in the air.

Background

In the spring of 2013, while serving as a mentor with Mentor Me in Petaluma, I met with Allan Morgan (PCAM Director of Education at the time) to see if he could present portions of his Aviation Summer School to the 5th and 6th graders at McKinley Elementary School. Allan enthusiastically agreed and met with Principal Mathew Harris and me to set up the classes. Fifth Grade teacher and aviation enthusiast Mark Mortensen volunteered to act as the McKinley point person. The classes were conducted over a two week period in the school's activity center with all McKinley's 5th and 6th graders attending. Students then made a Saturday field trip to PCAM for a tour including Open Cockpits and flights piloted by PCAM members flying their own aircraft.

That fall, when Ed Fullerton of the Petaluma Rotary Club approached McKinley Elementary School to initi-



Above and below: McKinley Aviation Club students learn all the basics of aviation, and every year they get a flight with volunteer pilots from PCAM!



ate an Aviation Club, Principal Harrison saw the venture as an opportunity for a collaborative partnership of McKinley, Petaluma Rotary and the Pacific Coast Air Museum. Ed, a former US Marine Corps F-8 fighter pilot and retired airline Captain set two major goals: learning about aviation and having fun. Needing a classroom teacher as a sponsor, Mark Mortenson again stepped forward offering his time and classroom and the Aviation Club was born. The club meets each Thursday for one hour

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beginning at 3:00 p.m. Ed, along with his fellow Rotarians Michael Nistler, Clark Rosen, and me, present a variety of aspects of aviation. Mark Mortenson offers invaluable technical support enabling the use of McKinley's state-of-the-art classroom equipment.



Aviation Club members got a field trip to the Pacific Coast Air Museum for their graduation flights. Here, PCAM Director of Education Art Hayssen gives a safety briefing prior to their flights.

The Aviation Club is currently open to students in grades 4 through 7. The materials focus on science, technology, engineering and math – STEM. Topics include: Elements of Flight, Aviation Terminology, Flight Controls, Power Plants, Aircraft Instruments, Aerodynamics, Aviation Physiology, Meteorology, Physics of Flight, Map Reading & Navigation, Survival Skills & Equipment, Aviation History, Careers in Aviation, Aircraft Carrier Operations, Checklists, Leadership, and Public Speaking. The most popular activity has always been paper airplane construction and flight testing.

The completion of this school term marks the third successful year of the Aviation Club. We had 23 students in this year's club and about 70 over the last three years. With a continued goal of having fun, and plans to add eighth grade classes at McKinley, the Rotary Club of Petaluma and PCAM look forward to the fourth year learning about all things aviation with the McKinley Mustangs! ✪

Farewell from Ron Stout

As many of you know, my wife Julie and I have bought a house in Beaverton, Oregon (just west of Portland). We get the keys for it on May 3 and will move up there over the following six to eight weeks.



This unhappily means that I'll no longer be Crew Chief of the Museum's A-26 Invader and that I will not be around to see the completion of its restoration. Dane Whitmire and Carol Lawson are going to take over as Co-Crew Chiefs and I'm sure that they will carry on in a great way. The Museum is poised to have some big changes and I hope to come back and visit often.

It's been a great pleasure to have worked with all of you. I have learned so much from you all and had the time of my life. I hope that I've helped you all learn a little about aircraft and maybe working with others and it has been one of the proudest accomplishments in my life. I'm really proud of the fact that we have had crew members of all ages (from 8 into their 80s), we've gotten along, worked together, accomplished a lot, learned even more and had fun doing it. I'm especially proud of the "kids" that we've mentored. Some have gone on to jobs and education in the aviation field and for others, I just hope that we've made a little difference in their lives. I use "we" a lot in this message because we have had a lot of folks that have helped guide these kids. I hope that you all got at least a little out of working at the Museum and that you will keep supporting the Museum and our crew.

I really hate to leave but I really want to be with the family and watch the grand kids grow up. Since my brother Rich died, you folks have been the best extended family anyone could hope for. I have had so much fun working with you all. I still can't believe that the Museum lets me play with the planes!

Thanks for everything!

— Ron Stout

July 23 Bus Tour: USS Hornet Museum in Alameda

The Pacific Coast Air Museum is organizing a bus tour to the USS Hornet Museum. This is the actual Essex-class aircraft carrier, CV-12, that served in World War II and retrieved the Apollo 11 Astronauts after they returned from their 1969 trip to the Moon.

Aboard you will find historic aircraft, a display of authentic Apollo Program artifacts, and much more. You will be able to take a self-guided tour around the flight deck, hangar deck, bridge, Air Boss position, engine room, and many



other internal sections of this enormous and historically significant vessel. All photos on this page are from the Hornet Museum so you can get a taste of what's in store for you.



The trip will take place Saturday, July 23. We will depart from the Pacific Coast Air Museum at 8:15 a.m., arrive at the Hornet at about 10:00 a.m., and depart the Hornet at 3:30. We'll arrive back at PCAM around 5:30 p.m.

Your \$40.00 fee pays for transportation on an Airport Express bus and the USS Hornet Museum admission fee. Everyone can buy their own lunch from a concessionaire at the Hornet Museum.

Watch the Pacific Coast Air Museum for additional announcements. Visit the Hornet Museum website: <https://www.uss-hornet.org/> 🌟

Flight Wing News: Beech Musketeer

By Lynn Hunt

The hangar space left over from the recently departed Cub project has been filled with our Beechcraft Musketeer. This aircraft has been patiently waiting for an engine overhaul and a resolution to a propeller problem but things are now moving forward and the aircraft should become airworthy very soon.

There has been some speculation as to the best use of this aircraft and the Board of Directors will be considering several proposals. Popular among them is making the aircraft available to the museum's Education Department to assist in "educating and inspiring" pilots both young and old in keeping with the museum's mission statement. The Musketeer offers a sturdy, stable platform capable of basic aerobatics, all wrapped up in a simple, tricycle monoplane with Beechcraft's usual approach to design and manufacturing quality. The best news of all is that the Flight Wing will have its first non-tail wheel aircraft and that should make a lot of members happy.



Flight Wing members give the Beech Musketeer a much-needed scrub-down

After lounging for most of last year in the Butler hangar the Musketeer got a well-deserved bath in preparation for its upcoming maintenance. While no plants had started to grow yet there was enough dirt on it to qualify for a farm loan. ★

Mustang Roundup *Continued from page 1*

PCAM will also host a silent auction with a wide variety of prizes donated by many of the region's vendors and wineries. Prizes range from discounted car service, to a ride in the Stearman with Craig Schulz, to an aerial tour provided by Paul Heck in his Bonanza. Special quilts and oil paintings will also be auctioned off. The auction is a must-see event in and of itself.

To top off the Mustang Roundup, the very famous PCAM Hot Dog Thursday crew will be serving their world-famous HDT hot dogs, chips, and sodas. This is not to be missed, as our monthly Hot Dog Thursday events always draw enthusiastic crowds, the hot dogs are that good. Hot dog lunches are \$5.00 each.

The Mustang Roundup will take place on the Butler Hangar field directly adjacent to the Museum grounds. Entry to the Mustang Roundup also includes entry to the PCAM grounds so you can view the aircraft on display there as well. Some of these will have open cockpits so you can get a close look at their interiors.

Parking will be free on the AT&T lot directly adjacent to the Mustang Roundup. Just follow the signs. ADA parking will be right next to the show entry gate.

The field opens at 9:00 a.m. and closes at 5:00 p.m. Tickets may be purchased in advance at the PCAM Gift Shop for \$15.00 each, or at the gate day of the show. Children 7 and under get in free. Come early! We are expecting a big crowd!

Learn More: <http://pacificcoastairmuseum.org/events/mustangroundup/>. The Mustang Roundup is a fundraiser for the Pacific Coast Air Museum. Come on out and enjoy the cars and the planes, and support your Museum! ★

Flight Simulator Progress

By C J Stephens

After a couple of months of serious work, the Oculus 3D flight simulator is about ready to take flight. The high-end computer flight simulator has been installed into the cockpit section of a L-29 Delfin jet fuselage. We are still back-ordered on the 3D goggles but expect them soon.

It will be operated by PCAM members through the Gift Shop once it is complete. It will be available for public use for a small fee. The revenue from its operation will be income for PCAM.

The door to the gift shop needs to be opened up to 48" to allow the simulator access. With only a few more things to get done the simulator may be in operation by mid June.

Volunteers Needed

We will need a couple of volunteers to operate it on a regular basis. We currently have a two interested persons but need a few more so they may be trained in simulator operations. If you are interested in being a simulator co-pilot and helping the public use this wonderful equipment, please contact me, C J Stephens, at 707-799-2878 or simplymag@sbcglobal.net. ✪



The L-29 Delfin cockpit section that will house the simulator. This is it after the old paint has been stripped off.



The L-29 Delfin cockpit section in the outdoor "workshop", as its ancient coat of peeling paint is being removed.

June in Aviation History...

On June 4, 1961, the Berlin Crisis began when Soviet Premier Nikita Khrushchev threatened to cut off Western access to West Berlin, a free-world enclave in the midst of communist East Germany. Throughout successive months, the West refused to acquiesce and all parties increased their military presence. Eventually, the Soviets relented and partitioned the city with the notorious Berlin Wall. On the U.S. side, many additional tactical aircraft were reassigned to Europe, including F-84F Thunderstreak #52-6475 now in the PCAM collection. It served with the 163rd Fighter Squadron (ANG) at Chambley, France during the Berlin Crisis. This aircraft is on loan from the National Naval Aviation Museum at Pensacola, Florida. ✪



© Peter Loughlin

In Case You Missed It: May 18 Member Meeting Guest Speaker: Barbara Schultz on Pioneer Aviator Moye Stephens... Flying Carpets, Flying Wings

By Peter Loughlin

Our guest speaker at our May 18 member meeting was author Barbara Schultz, who spoke about pioneer aviator Moye Stephens. Much of what Barbara presented comes from her book "Flying Carpets, Flying Wings - The Biography of Moye Stephens", which she wrote after doing extensive research and interviewing Moye Stephens himself.

Moye Stephens was born in 1907 and grew up in southern California. He attended high school not far from some of the airfields that dotted the Los Angeles basin. He hung out at Clover Field and Rogers Airfield, bumming rides and doing odd jobs in exchange for flying lessons. He earned his pilot's license in the mid-1920s and was part of the group of young pilots that included Pancho Barnes, Donald Douglas, and Jimmy Doolittle. His friends also included several stunt pilots and movie pilots and he flew for the movies himself.

To appease his father, he studied law at Stanford University, but he left college and returned to the Los Angeles area to work as a pilot for Maddux Airlines flying Ford Tri-Motors. He left Maddux and joined Transcontinental Air Transport, which later became TWA Airlines. All this made him one of the most experienced flyers of his time.

The Flying Carpet Expedition

In 1931, famous travel author Richard Halliburton wanted to circumnavigate the world and he asked Stephens to be his pilot. They came to an agreement under which Stephens would choose the airplane and Halliburton would arrange financing, and off they went.

They dubbed their big 220 horsepower Stearman C-3B biplane "The Flying Carpet."

They first crossed the U.S. to the east coast, then disassembled the plane and shipped it to England. They flew around Great Britain, France and Spain, with Stephens doing all the maintenance and repairs himself.



Moye Stephens (left) and Richard Halliburton (right) in front of their Stearman C-3B they named "Flying Carpet".

They had no ground support crew. Formal dinner wear was required equipment, as they were entertained by high society in every major city they visited.

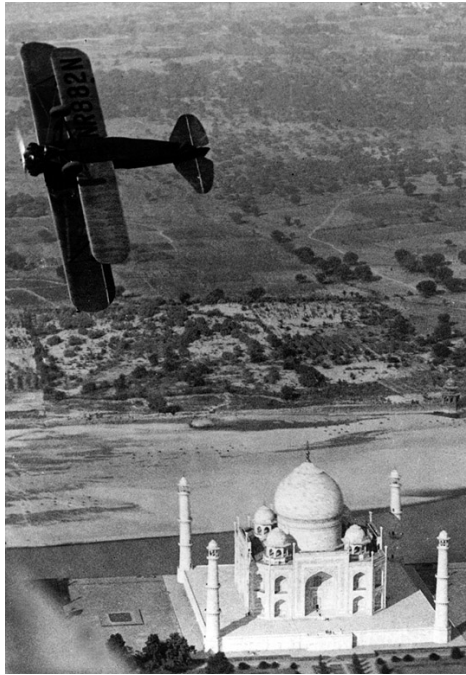
Halliburton was fascinated with the legendary African city of Timbuktu, which he envisioned as a city of gold and wonder. So they crossed the Strait of Gibraltar from Spain to Morocco, and headed south. Stephens' friend Jimmy Doolittle had connections with Shell Oil Company so they got permission to make use of many Shell fuel caches in the middle of the Sahara Desert. These were self-serve to say the least; each was nothing but a buried tank and a manual pump. After 1,600 miles they reached the glorious city. But Timbuktu turned out to be a grave disappointment. It was deplorably dirty, and certainly not the oasis of Halliburton's dreams. They left after only two days.

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They reversed course and headed back to Europe. Setting their course roughly east, they visited many major cities and flew over the Matterhorn in Switzerland. From Istanbul they headed south to Persia where they took two Persian princesses for a ride and met up with the young German aviatrix Elly Beinhorn. They helped her fix her less-powerful monoplane and then proceeded together.

In India they saw the Taj Mahal from the air, and Halliburton conceived the idea of flying to Mount Everest. The local authorities were resistant to allowing foreigners into Nepal, so to win them over Stephens and Halliburton put on an air show for the Maharaj in Calcutta. This had the desired effect, and they got permission to fly near the fabled mountain. Strong winds forced Beinhorn to turn back about forty miles from the peak, but Stephens and Halliburton got to within about 20 miles of it. Halliburton stood up in the passenger's seat to take a photo of the mountain, upsetting the center of gravity and nearly causing them to crash. His was the first aerial photo of Everest ever taken.



The Flying Carpet over the Taj Mahal.

bagful of shrunken heads. After a bit of island hopping, they again disassembled and shipped the plane, coming ashore in Oakland, California. A short flight south took them to Los Angeles. The trip took 18 months and covered 34 countries and over 33,000 miles.

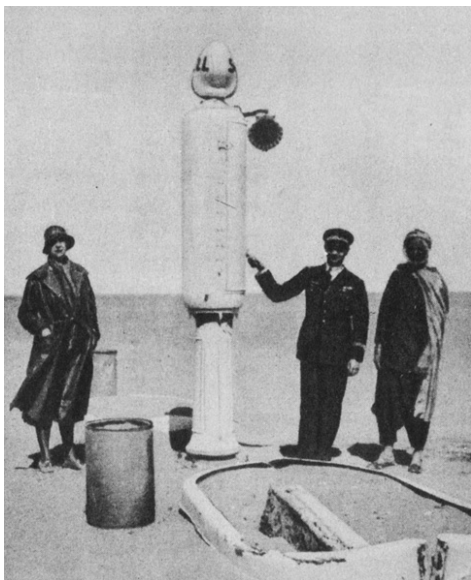
Halliburton's book about the trip, *The Flying Carpet*, was a bestseller. He took many liberties in his descriptions, most notably polishing up Timbaktu so it more closely resembled the city of his imagination.

At Northrop and Afterward

After the Flying Carpet expedition, Stephens did not do much flying. He worked as a supervisor in one of his father's factories but was unhappy at it.

Then he joined the local sheriff's aero squadron, and was reintroduced to the society of aviators. He moved in the same circles as Paul Mantz, Amelia Earhart, Roscoe Turner, and Clyde Pangborn. The five of them flew over the Will Rogers memorial ceremony at Forest Lawn Cemetery to drop flower petals. Earhart consulted Stephens about aspects of her upcoming 'round-the-world flight. In 1936 Stephens went to work for Lockheed in Australia and New Zealand, and met the Contessa Gadina de Turiani, an aviatrix and race car driver. They were married, and then honeymooned in Australia.

Stephens had known Jack Northrop for many years. Northrop left Lockheed in 1939 to continue work on his flying wing designs. Stephens and two associates founded a new aircraft company and asked Northrop to join. He agreed, and let them use his name because his reputation would attract investors. Stephens served as a board member and test pilot with Northrop Corporation for many years, and was involved in Northrop's flying wing programs, the P-61 Black Widow of World War II, and many other key projects.



One of the Shell fueling stations in the Sahara Desert.

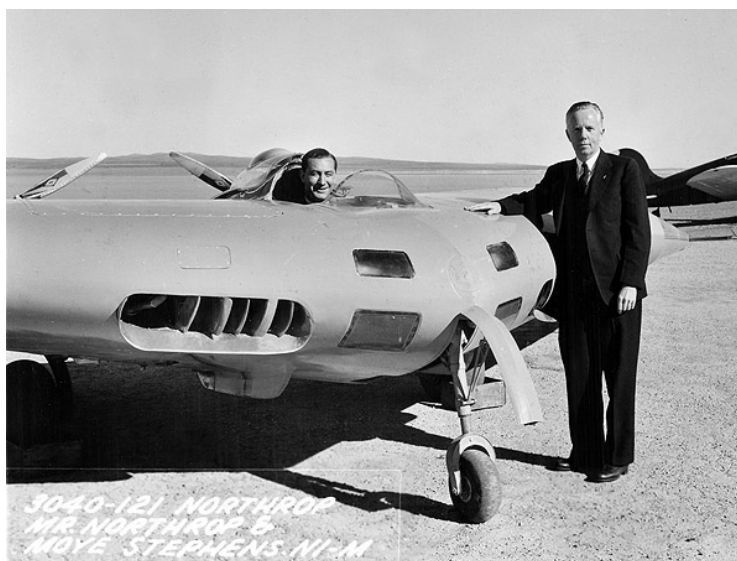
The two planes proceeded to Singapore, where Beinhorn went her own way and the Flying Carpet received a set of floats. In the South Pacific Stephens and Halliburton were entertained by only recently reformed headhunters, and a tribal chief paid for a flight in the Flying Carpet with a

After the war, Stephens left

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Northrop and co-founded an airline in Brazil. When Stephens' son developed asthma the family returned to the U.S. where Stephens worked as an aviation industry representative until retirement. Later in life, he received many aviation awards, including election to the OX-5 Aviation Pioneers Hall of Fame along with the likes of Charles Lindbergh, Howard Hughes, and Jimmy Doolittle. He was also elected as an Honorary Fellow of The Society of Experimental Test Pilots, perhaps the highest honor of its type one can receive. Moyer Stephens died in Calistoga, California in 1995.



Moyer Stephens in the cockpit of the Northrop N-1M Flying Wing. Jack Northrop stands at right.

About Barbara Schultz

Barbara earned her private pilot license in 1978, purchased a 1950 Cessna 140A, and married a retired chief test pilot for GE. They live on their airport, Little Buttes Antique Airpark, north of Lancaster, California and maintain several aircraft. Aviation research and writing has been Barbara's passion for over 25 years. She currently has four aviation history books in print and has participated in three aviation documentaries. She has also written several magazine articles for the American Aviation Historical Society Journal. Barbara is a member of the Ninety-Nines, International Women's Air & Space Museum, Women in Aviation, EAA, and she is a trustee for the Museum of Women Pilots. ★

June 15 Guest Speaker:

Cleared Hot: Lt. Col. Lou Shehi, USAF (Ret.) on FACs in Vietnam

Lou Shehi, Lieutenant Colonel, USAF (Ret.) will share his experiences flying the O-1 Cessna Bird Dog as a Forward Air Controller (FAC) in the early stages of the air war over South East Asia in 1965. He will give our members and guests a sense of the dangers, difficulties and contributions of pilots flying the Close Air Support missions. Lou will describe how



pilots were selected and ended up flying as FACs, including how he, as an experienced F-101B Voodoo pilot assigned to the 98th Fighter Interceptor Squadron, was sent to Vietnam in July 1965. He will tell us of his crash and subsequent hospitalization that led to his return to the Voodoo at Griffis AFB, NY.

About Lou Shehi

Lou received his ROTC commission after graduation from San Francisco State and entered pilot training on March 17, 1959 and went on to Advanced Interceptor School at Perrin AFB, Texas. He would go on to tours flying the RF-101C and the RF-4C Phantom at Upper Heyford RAF in England. He also flew the RF-4C and EF-4C at Zweibrucken, Germany. He completed a 13 month assignment to Osan AB Korea, headquarters assignments at Maxwell AFB, and served with Air Staff at the Pentagon. Lou's wife Sophie, while President of the American Legion Auxiliary Unit 179, oversaw the shipment of 12 tons of CARE packages to troops in Iraq and Afghanistan.

Time and Location:

Wednesday, June 15, 2016, 7:00 p.m.

Columbia Distributing, formerly Mesa Beverage Company, Inc.

3200 N. Laughlin Road. Santa Rosa, CA ★

A Tribute to a Fighting Lady

By Connie Reyerse

This is a small tribute to a fighting lady, and to some of those who served with her in combat. This is a salute to UH-1H Huey Helicopter 66-16779.

The Pacific Coast Air Museum contains a wide variety of aircraft for display to the community. One of those is U.S. Army UH-1H Huey helicopter, tail Number 66-16779. This particular Huey saw action in Vietnam where she flew a multitude of missions. She was shot down near Phu Yen Province in 1967, after which she was transported and reassigned to the 355th Aviation Company, 4th Army, Fort Sill, Oklahoma, but stayed in country (in Vietnam). 779 served in many campaigns in Vietnam and again suffered major damage at Quang Tri LZ in 1968.

Several more combat hits and damage from tree strikes in Vietnam and Cambodia earned 779 a trip to Bell Helicopter in Fort Worth, Texas, where she was rebuilt and assigned to the National Guard there. In 1980-1982 she served in Honduras with an unidentified unit, returning again to a US National Guard Unit in 1982. After being badly damaged in a lightning strike in 1988 she was again repaired and returned to service, this time with the California National Guard, where she continued through 1995. On 23 April, 1996 UH-1H 66-16779 was donated to the Pacific Coast Air Museum by the California National Guard via Vietnam Veterans of America. She has served honorably throughout her lifetime, and now is part of the rotary wing exhibit here at the Pacific Coast Air Museum.

The presence of this particular helicopter in our museum also

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779 Crew Members Dale Berry of Barstow, California (at controls) with his former Crew Chief Lavern Jackson of Garwin, Iowa (standing). They flew PCAM's #779 in Vietnam.



UH-1H Huey # 66-16779 at the Pacific Coast Air Museum



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draws in many crew members who actually served with this particular aircraft. Recently we had the privilege of hosting two members who were involved with this aircraft in Vietnam.

Dale Berry of Barstow, California visited with his former Crew Chief Lavern Jackson of Garwin, Iowa. They visited the museum for the specific purpose of seeing their old ship one more time. Dale was the Pilot in Command and Lavern was his Crew Chief and Door Gunner. The stories they shared included one harrowing account when Lavern, sitting in the left side Door Gunner slot, decided to lean forward to charge his M-60 machine gun. The timing of this fortunate act saved his life, for just as he did so a round fired at the helicopter passed just over his right shoulder, missing him by inches and embedding itself in the back wall of the Huey. Though it did manage to damage some of the linkage within the "hell-hole" it did not disable the helicopter.

PCAM has a wide variety of historic aircraft on display, including an F-4C Phantom that flew in the famous "Operation Bolo" mission of January 2, 1967, and the "First Responder" F-15A Eagle that was the first U.S. military plane on-site over Manhattan after the terrorist attacks the morning of September 11, 2001. And there are many others on display, all with stories of their own. Come see these veteran aircraft and hear their stories from PCAM docents, some of whom have flown these very planes and helicopters.

Those of us who flew them know what special feelings we have for them. They will always be a part of our lives, because they carried us through some of the most dangerous combat areas ever known and brought us home alive. That these two Vietnam Veterans came such a long way just to see this helicopter is a testament to what they can mean to us.

Editor's Note

The author of this article, Constant "Connie" Reyerse, is Director of Museum Operations at the Pacific Coast Air Museum. He is also former Crew Chief of UH-1H Huey tail number 67-17804. ✪

Hot Dog Thursday July 7

Join us for the next Hot Dog Thursday on **July 7**. \$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 also a fun social event.



And we always have an airplane or two open for climb-aboard to keep the kids (and curious adults) occupied. We also set up shade awnings so there is plenty of shaded space in addition to our covered patio. Come on out!

We are grateful to these sponsors whose generosity makes the July Hot Dog Thursday possible:

- [Airport Business Center](#)
- [Northbay BIZ Magazine](#)
- [Quattrocchi Kwok Architects](#)
- [W.C. Sanderson Ford](#)

AIRPORT BUSINESS CENTER



QUATTROCCHI KWOK
ARCHITECTS

NORTHBAY
biz
NAPA • MARIN • SONOMA

W.C. Sanderson Ford
HEALDSBURG

Paul Heck and the rest of the Hot Dog Thursday Crew put on another great event on June 2, too early to report on for this edition of the Straight Scoop newsletter. Our thanks to May sponsors [Silviera Buick GMC](#), [Windsor Odd Fellows Lodge #215](#), [Sonoma Jet Center](#), and [Rotary Club of Healdsburg](#) for supporting the June event. ✪

Remembering Jon Seeley

One of PCAM's many redeeming qualities that was never realized or considered in the beginning was how the museum would become a second home of sorts for hundreds of retired people looking for a good way to give of their time. Over the years we have come to know dozens of hard-working volunteers who came to us later in life with time and a specific set of skills to share. Many of them over the years have made a lasting contribution and will be remembered long after they leave. One such person was Jon Seeley, who passed away a few months ago.



Jon was an interesting mix of knowledge, experience, eagerness and fascination. He was a trained and highly skilled electrician whose comfort level with hard-to-solve electrical problems made him instantly popular with our T-28 restoration team. Jon didn't limit his involvement to just the T-28 but helped anyone and everyone who was frustrated with electricity. Jon was as deaf as a post despite his hearing aids but had learned to read lips and as long as he could see you he could carry a conversation. His hearing caused him to speak rather loudly in his high-pitched and slightly raspy voice which we all grew to know and love. Jon had a great sense of humor and laugh to go with it. He could read and understand electrical schematics and had a firm grasp on electrical systems in general, a combination that is hard to find these days. Those of us who worked side-by-side with Jon all respected his many contributions. Now, we miss him and we think of him often. It's easy to see the evidence of his efforts and each and every one of us are eternally thankful that Jon chose PCAM to donate a portion of his life to.

— Lynn Hunt

I worked with Jon since 2012 in the restoration of the T-28. Jon worked primarily on the wiring and electrical systems of the aircraft. All the wing, tail and landing gear wiring needed replacement as the bundles were cut, damaged and aged. Jon worked tirelessly, coming in every Tuesday and Thursday. On Saturdays he could be found working on the C-118, making sheet metal repairs on the corrosion at the skin laps. Anytime the museum had a mechanical or electrical problem with a vehicle, air compressor etc, we would bring it to Jon. Jon never hesitated to take on a challenge. He mentored many young volunteers, explaining how to use certain electrical instruments for troubleshooting and instructing them in the basics of reading wiring diagrams. I was always amazed at how he could crawl up and in the aircraft all twisted and upside-down to route a cable... I knew that I knew had to hurt. He had a full mechanical background mostly in electrical and relished the times in his past when he was part of the Lotus racing team. I know that I and the rest of the T-28 crew will miss Jon for his tireless effort and dedication to the project, and for his exceptional mechanical knowledge.

— Mike Hart ★

Air Show Flashback

This one flashes way back to 2012. A USAF Lockheed U-2 made a couple fly-bys and a performance climb. The U-2 is a loud plane. If you want noise, come to Wings Over Wine country in September! We'll have an F-22 Raptor, a Canadian CF-18, a USN F/A-18, and more!



Education Program: Classes in 2016

By Art Hayssen, Director of Education

The summer education program at the Pacific Coast Air Museum consists of two classes this year. Visit the website page for each class to get more details and to find links to registration forms.

Aviation Summer School: June 6-10, 2016... and June 13-16, 2016

Two 10-hour aviation courses are offered. Each syllabus provides five days of exciting classroom aviation activities.

June 6-10: Physics of flight, history of flight, aircraft powerplants, hypoxia, spatial orientation, and more!

June 13-16: Navigation, flight planning, weight and balance, aviation careers.

Both courses include fun activities: flying our flight simulator, a tour of the Museum, sitting in a Mach-2 military aircraft, guest speakers, and a graduation flight in a real airplane with an FAA licensed pilot! Register early.

<http://pacificcoastairmuseum.org/classes/summerschool/>



Volunteer pilot Paul Heck with three students who got a graduation ride with him in his Piper Comanche (in background) after a recent class.

Boy Scout Merit Badge: June 11, 2016

This course follows the curriculum requirements established by the Boy Scouts of America for earning a Merit Badge in Aviation. Scouts will learn about kinds of aircraft, the physics of flight, aircraft engines, and careers in education.

Activities include flying our flight simulator and a graduation flight in a real airplane with an FAA licensed pilot! Early registration is encouraged because space is limited. <http://pacificcoastairmuseum.org/classes/meritbadge/> 🌟

The Pacific Coast Air Museum's Platinum Sponsors

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

rogerolson427@gmail.com 🌟





The Pacific Coast Air Museum

Location

One Air Museum Way, Santa Rosa, CA, 95403
www.pacificcoastairmuseum.org
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

Wednesday, Thursday, Friday, Saturday and Sunday.
10:00 a.m. - 4:00 p.m. Closed on major holidays.

Open Cockpit Weekends

One or more aircraft are open for close examination the third weekend of each month (weather permitting) and you can even climb aboard some of them! For more info phone 707-575-7900 or visit www.pacificcoastairmuseum.org.

Member Meetings

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

“Straight Scoop” Newsletter

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

Membership Renewals

\$50 per year individual; \$100 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

June 2016

*Open Cockpit
June 18, 2016
Mustang Roundup & Muscle Car Show
Selected Open-Cockpit aircraft will be available.
Don't miss it!*

REMEMBER THESE DATES

June 15, 2016	6:00 p.m. - 7:00 p.m.	Air Show Meeting at Columbia Distributing
June 15, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
June 18, 2016	9:00 a.m. - 5:00 p.m.	Mustang Roundup & Muscle Car Show: Ford Mustangs and P-51s displayed together!
July 7, 2016	11:30 a.m. - 1:00 p.m.	Hot Dog Thursday
July 20, 2016	6:00 p.m. - 7:00 p.m.	Air Show Meeting at Columbia Distributing
July 20, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
August 4, 2016	11:30 a.m. - 1:00 p.m.	Hot Dog Thursday
August 21, 2016	6:00 p.m. - 7:00 p.m.	Air Show Meeting at Columbia Distributing
August 21, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
September 1, 2016	11:30 a.m. - 1:00 p.m.	Hot Dog Thursday
September 24-25, 2016	10:00 a.m. - 4:00 p.m.	Wings Over Wine Country Air Show

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