



# The F-22 RAPTOR

**Coming to  
Wings Over Wine Country Air Show  
September 24 & 25, 2016**

The most advanced fighter aircraft in the world will be appearing at the 2016 Wings Over Wine Country Air Show, September 24 & 25!

It'll be doing a full aerobatic routine and a Heritage Flight with a historic warbird.

And the Canadians are back! Their CF-18 demo team will do their aerobatic performance in the skies over

Santa Rosa.

Watch this newsletter and the website for more information. We have a lot of great acts in store! ✪

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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

### Relocation Update

We had our most recent meeting with Airport Management last Thursday March 3. It was a productive meeting and they have requested that we provide a few more details. We are working to provide those as quickly as possible.

New Board Member Ben Barker accepted the position of Project Manager for the Relocation Team. I also decided to combine that Team and the Strategic Planning Committee into one. So joining Ben will be Bill Conklin (as Capital Campaign Manager), Julia Hochberg, Art Hayssen, Tim Delaney, Connie Reyerse, Tony Bassignani, Roger Olson and myself. Ben plans to hold his first meeting as soon as Bill and Julie Conklin return from vacation.

I will remain the lead contact between the Museum and the County as we move toward completion of the sale and lease agreement.

### Board Members

At last month's Board meeting, the Board voted to make these key positions *ex-officio* (non voting) members of the Board: CFO/Treasurer, Air Show Director, and Director of Museum Operations.

We have two vacant Board positions. Both of these are to fill unexpired terms. One term ends in December 2016 and the other expires in December 2017. Both positions will be filled by the Board. Application Instructions are on the next page of this newsletter. The Board encourages anyone interested to apply right away. If anyone has questions, please contact me or any of the other Board Members.

### Thank You Gift Shop Volunteers!

I want to thank the newest Museum members who have volunteered to help staff the gift shop. We have gone from seven to fifteen volunteers there. This has enabled us to open the Museum to the public Wednesday through Sunday. The extra day is Friday (a good day to be open), and it can only help in attendance and gift shop sales. Thanks so much!

And welcome back Connie. We're glad you're back after your stay at the VA Hospital in San Francisco last month.

As always, send me your ideas and suggestions.

— Jim Sartain

## Expanded PCAM Hours Began March 1

Starting on March 1, the Pacific Coast Air Museum is open Wednesday through Sunday, 10:00 a.m. - 4:00 p.m.

Why the change? For years we've been closed on Fridays and had to disappoint the folks who dropped by. Friday is a popular day for people to visit local attractions, and now we can accommodate them. The new schedule also means we'll be open five days a week instead of just four. We'll be able to welcome hundreds more guests each year.

The new schedule is:

Wednesday	10:00 a.m. - 4:00 p.m.
Thursday	10:00 a.m. - 4:00 p.m.
Friday	10:00 a.m. - 4:00 p.m.
Saturday	10:00 a.m. - 4:00 p.m.
Sunday	10:00 a.m. - 4:00 p.m.
Monday	CLOSED
Tuesday	CLOSED ★

## Board Member Application Instructions

### Our Process

1. The Board notifies the membership of an opening via email or the monthly newsletter.
2. Candidates notify the Board (through the Director of Operations or the President) of their interest.
3. Candidates provide written answers to these questions and a resumé.
4. The Board President will schedule an interview opportunity where Board members may meet with you for an interview.
5. The Board fills the empty seat(s) by vote.

### Questions for Candidates for PCAM Director

Please provide answers to the questions below (on a separate sheet) and provide a resumé. This information is used by the Board when considering candidates for Board positions.

1. When did you become a member of PCAM (To be eligible you must be a General Member of PCAM.)
2. How have you contributed to PCAM? What are your favorite PCAM activities? (E.g. Air Show, Flight Wing, Education, History, Hot Dog Thursday)
3. What are your goals as a PCAM Director?
4. What other service experience do you have as an officer or director of other non-profit organizations? Include organizations, positions, dates, and accomplishments.)
5. Are you presently serving as an officer or director of any non-profit organization?
6. What is your regular employment? (Company, position, responsibilities. If retired, list past employment.)
7. What obstacles do you face in your regular attendance at regular board meetings, irregular board meetings, and member meetings?
8. What obstacles do you face to spending at least a few hours per month on PCAM business outside of the meetings?
9. What other skills and experience do you bring that will make you an asset as a director? ★

## Hot Dog Thursday Returns April 7!



Little hot dogs, it's been a long, cold, lonely winter.  
Little hot dogs, it feels like years since you've been here.  
Here come the hot dogs, here come the weiners.  
And I say, it's all right.

Believe it or not, that was George Harrison's first version of the lyrics. Fortunately, Paul prevailed upon him to curb his quirky sense of humor for just one song for Pete's sake, and a rock & roll classic was born.

In homage to this beautiful sentiment, join us between 11:30 and 1:30 on Thursday April 7 on the PCAM field and enjoy the first Hot Dog Thursday of the season. \$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. Come and enjoy! ★



## Gift Shop March News: PCAM Jackets Now Available!

We've got access to a new line of great zip-up jackets with the Pacific Coast Air Museum logo on the left. They come in red, blue, purple, green, black, and several other colors. They are available in a wide variety of men's and women's sizes.



Regulars are \$49.99 and tallies are \$54.99. Order yours now!

And remember, PCAM members get a 10% discount on all regular-priced merchandise in the Gift Shop, including special order items like these jackets. Discount cannot be applied to sale items. ✪

## Air Show Flashback

This US Coast Guard C-130 made a flyby pass since it was in the area as part of its routine duties. The USCG flies many C-130s, which are favored for their high carrying capacity and long duration. They use them for air-sea rescue, search, interdiction of smugglers' vessels, and transport.



## PCAM Member and Author Jeane Sloan Gets Mention in Press Democrat

Member Jeane Sloan has a talent for uncovering fascinating stories about women's involvement in aviation and the military during the World War II era. Find out how Jeane became an author and discover what she writes about here:

<http://onlysonoma.blogs.pressdemocrat.com/10210/healdsburgs-jeane-not-really-retired/> ✪

## March in Aviation History...

On March 9, 1955, three members of the 510th Fighter Bomber Squadron flew their F-84F Thunderstreak aircraft from Los Angeles Airport (LAX) to overhead Floyd Bennett Field in New York in 3 hours, 46 minutes, 33 seconds. This was record time for a US Air Force aircraft. The flight required two in-flight refueling from KB-29 tankers, which added considerable time to the trip because the tankers were slow and obsolete. Thunderstreak pilots were Lieutenant Colonel Robert Ray Scott, Major Robert C. Ruby, and Captain Charles T. Hudson. PCAM has an F-86F in its collection nearly identical to the ones flown on this mission. This aircraft is on loan from the National Naval Aviation Museum at Pensacola, Florida. ✪



## Flight Wing News

By Lynn Hunt, Flight Wing Director

2016 should prove to be a very busy year for the Flight Wing. We have several events scheduled for the month of April so please mark your calendars.

### Pilot Refresher Course April 9th

This will be our first annual refresher course offered by the Flight Wing. We are planning an action-packed 4 hours of informative and useful material open to and intended for all pilots. Topics will include: latest and pending rule

changes, current FAA crusades, operations insights, maintenance issues, and more. There will be an overview of the application Flight Schedule Pro which we currently use for scheduling Flight Wing aircraft. Any-

one planning or wishing to be involved with Flight Wing aircraft needs to download the app and notify me so I can add you to the user list. This is also the tool through which we will schedule all maintenance, test flights, and other events related to each plane. Lunch will be provided during the class. We are asking for a \$25 donation to help cover costs. It is highly recommended that you be present if you plan to fly Flight Wing aircraft. It will probably be held in the Flight Wing hangar on Knob Hill but we will announce the time and location once we have a better handle on who is coming.

### First Flight Wing Meeting

To be held on Wednesday, April 27th starting at 5:00 p.m. at the Flight Wing hangar. We start serving food around 5:00 p.m. so get there when you can. We have



Pop Quiz: What's so special about Flight Wing aircraft?

Answer: They fly.

Flight Wing Rides Day is coming up in April. PCAM volunteers may be able to catch a ride in the Stinson Voyager, BD-4, or possibly the C-1A Trader (above) if all goes smoothly. Read the text for details.

a reputation for having some tasty food so come and enjoy. We have a lot to catch up on with regard to all of the projects in addition to what is currently on the radar screen for this year. We will have some extraordinary prizes to auction off plus some great videos to share with you. Please come and bring a friend.

### Flight Wing Rides Day

To coincide with our open-cockpit weekend on Saturday, April 16th, we will be offering rides to PCAM volunteers in the Stinson, BD-4 and possibly the C-1A. We will need boots on the ground to help with escorts, loading and passenger safety so come on out and go flying!

### Sponsorship Opportunities

It's no secret that it costs money to operate these aircraft. Our Flight Wing has been successful at raising money but this year will be a really big test for us so we are actively looking for sponsors. We can be very creative with signage and the thirstiest aircraft of all, our beautiful C-1A, has very large gear doors that

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would happily display a company name or logo. Our objectives with these aircraft are to educate and inspire all generations, honor veterans, and preserve these assets. Please help us get the word out to potential sponsor companies and individuals so we can get these aircraft out to the public. We don't have any specific amounts in mind as any contribution will help. We can also provide flight experiences to our supporters.



There are lots of things going on within the Flight Wing and the entire museum. Please think about getting involved and thanks for your support! ✨

The Flight Wing's BD-4 (above) and Stinson 108 Voyager (left) are fully operational. If you're a Pacific Coast Air Museum volunteer, check out the first Flight Wing Rides Day on Saturday April 16 to see if you qualify for a ride!

## What I Have Learned in the Flight Wing

By Sam Drew, Windsor High School Student and Flight Wing Member

After applying to colleges as a mechanical engineer, I wanted to learn more about the aerospace industry for a possible career after college. Being able to come out every Thursday and work on an airplane has given me the opportunity to find out if I could make a career for myself in this field. After a few months of work, I've found that I really enjoy the field and the work it encompasses and am very grateful for the opportunities that were made possible by the Museum. Not only did I find out that I enjoy working on airplanes, I have also learned quite a bit during my time there. I have learned the basics of how an airplane works and have learned how they are put together. More importantly I have increased my ability to work in teams and being dedicated to a long-term project. I am grateful that I live close to an airport and that I am able to work on an actual airplane. ✨

## In Case You Missed It: February 17 Member Meeting Guest Speaker... C.J. Stephens: Once Upon a Time Near Hanoi

By Peter Loughlin

Our guest speaker at our February 17 member meeting was C J Stephens, former F-4 Phantom driver and retired Lieutenant Colonel with the US Air Force. C J has an incredibly diverse background in aviation, but focused on one particular strike mission to Hanoi in 1972 to explain just how such a mission was organized and executed.

### F-4 Phantom II Background

The McDonnell Douglas F-4 Phantom was a two-seat fighter, originally built for the US Navy as a fleet defense interceptor and soon adopted by the Air Force. It was never truly outstanding for any given mission, but was very good at them all so it saw widespread use as an interceptor, bomber escort, tactical bomber, reconnaissance, specialist attack plane (e.g. Wild Weasel) and more. Over 5,000 were built and it was the mainstay fighter of the US Air Force during most of the Vietnam War.



C J Stephens in Thailand, with an F-4E.

The F-4 was big and heavy. It weighed up to 58,000 pounds at takeoff fully loaded. Powered by two J-79 engines, it could exceed Mach 2, but combat speeds while loaded with heavy drag-producing bombs were significantly less.

The pilot sat in the front seat. Originally, the back-seater was called the Pilot Systems Officer, or PSO. They were colloquially known as “pesos” but the powers-that-be decided that sounded derogatory. After that the guy in back was called simply that – the Guy In Back. GIB for short.

The Phantom had its quirks. When it lost power, it dropped like a brick. The engines produced a lot of smoke when not in afterburner, which made the plane easy to spot. It was also very pitch sensitive, particularly in the transonic speed range, and the pilot had to vary the amount of elevator he used depending on the speed. The Phantom was notoriously fuel-hungry, and virtually every story about an F-4 mission involves an urgent need to hook up to a tanker for a refill.

Earlier models had no internal guns. Starting with the F-4E a cannon was installed under the nose. The Phantom could be configured to carry a huge array of ordnance, including air-to-air guided missiles, unguided iron bombs, guided bombs, napalm bombs, cluster bombs, nuclear bombs, radar jamming pods, rocket pods, cargo pods, gun pods, and the list goes on. The most typical thing slung under a Phantom was a single 600-gallon centerline fuel tank, or two 370-gallon tanks on pylons. Often, you'd see all three. Even with those, fuel was always an issue.

In terms of training, C J brought to Vietnam ten years of civilian flying, status as first-in-his-class during Air Force pilot training, and 40 hours in F-4s. That 40 hours included day, night, gunnery, bombing, rockets, refueling... the entire package intended to make the pilot competent for combat missions. But it did not

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F-4E in Vietnam-era camouflage. They didn't remain this pretty for long; the rigors of hard service and combat chipped and faded the paint, and they got stained by soot, dirt, fuel, and oil.

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seem like enough for a big and complex plane like the Phantom. Upon reaching Southeast Asia, they got a few supervised flights and were then put on combat missions. You learned on the job.

## Once Upon a Time Near Hanoi...

At the time of this story, C J was with the 49<sup>th</sup> Tactical Fighter Wing. They were flying F-4Es out of Takhli Royal Thai Air Force Base, Thailand. On this particular day, they were to be part of a fairly large strike group tasked with hitting an airport outside of Hanoi.

As with all mission days, the pilots and GIBs rose around 5:30 a.m. and were in their briefing by 6:00. By about 7:00 they were in the cafeteria for breakfast, and the mission planners (who had been hard at work since 4:00 p.m. the previous day) hit their bunks.

After their breakfast, they got into their G-suits, flight suits, and combat vests (that held survival radios, spare batteries, and other survival items) and headed out to their airplanes about an hour before the slated takeoff time. It took an hour or more for the pilot and GIB to do their prep for such a mission because of the plane's complexity, the quantity of ordnance carried, and the demands of the mission. You didn't want to rush such a thing. Ground crews had already been hard at work on each plane for hours before that.

The planes were started and they taxied across the huge ramp to the taxiway, and then taxied to the end of the runway. There was only one taxiway and one runway, so getting twelve F-4s and six KC-135 aerial tankers off the ground was a complex and time consuming project.

Eight F-4s went to one end of the runway, and there received their final prep. It took ten minutes for the ground crews just to pull all the safety pins on ordnance and do all the safety checks, electrical checks, shorting checks, and other inspections. Four got prepped like this, moved onto the runway, and took off starting at about 8:00 a.m. Then the second group of four moved up and got their final prep. Meanwhile, at the

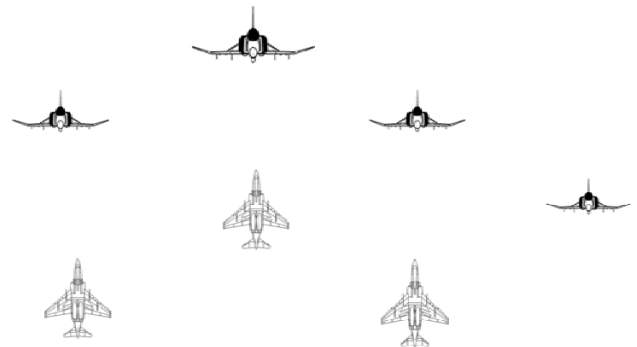
opposite end of the runway another four got the same treatment, and took off going the opposite direction. Six of the big KC-135s were cycled in as well.

The fighters took off at intervals of twenty seconds or more and because they were going about 350 knots ended up spread out all over the sky. To make rendezvous easier, they all departed on different predetermined courses and made individually timed turns calculated to bring them all together once the last plane was away. Then flew off to the tanker because takeoff and climb-to-altitude consumed a lot of fuel.

About 100 miles northeast of the base and on the route to North Vietnam, four or five tankers flew in enormous oval "racetrack" patterns about 100 miles long. Their role was to orbit up there and wait for the fighters to show up. Four or five fighters formed up on each tanker. The emptiest F-4 got topped off first. They alternated "on and off the boom" until the last plane had shown up and had enough fuel to get to the target and back.

On this large mission there were 24 strike planes and 12 escorts from Takhli, Ubon, and Udorn. The strike planes, including C J's, were each equipped with eleven 750-pound bombs and two radar jamming pods. The escort ships were armed to the teeth with missiles and

Front View



Top View

"Pod" formation on the way to the target. Planes were 1,000 to 1,200 feet apart. Each carried two radar jamming pods. Multiple elements of four planes would follow each other about 6,000 feet apart.

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their nose guns to handle enemy aircraft.

At a predetermined point, the strike planes shuffled into the proper strike formation, which was vees of four planes at varying altitudes. Behind the first vee was a second, and a third, and so on, depending on the size of the force. C J was in the second vee, and his designation was Bronco Two. The escort planes did a “fighter weave” above and behind the strike group, moving faster because they had less drag but still staying with the group because of the weave.

They crossed Laos into North Vietnam and heard that there were MiGs in the air. Typically the North Vietnamese did not put up a lot of defensive aircraft because of the pasting they took during Operation Bolo in early 1967. But occasionally MiG-21s would dive from high altitude and a MiG-19 or two would climb up from low altitude to pick off stragglers. The biggest concern was the Soviet-built SA-2 “Guideline” surface to air missiles (SAMs).

They set their switches to enable their weaponry, turned on radar jammers, and prepped every other combat system. You only had one chance to drop the bombs correctly and if you got something wrong you’d have wasted the whole trip. So a lot of attention was paid to getting the switches set right. A bit later they set the master bomb arming switch so they would actually explode when they hit.

The formation they held was designed for the maximum coverage of their jamming pods. The planes were about 1,000 or 1,200 feet apart, and stacked high and low in relation to each other. They were moving at about 350 knots with 97% power at about 18,000 feet. On this mission, two MiG-21s came out of about 40,000 feet and C J saw one of them. They went ripping past at about Mach 2 but didn’t shoot. They just kept going and headed to China. Their goal was to get a nervous American to get out of formation and away from the protective cover of the jamming pods so the SA-2 crews could get them. But as C J put it, “Being the disciplined warriors we were, we all stayed in formation, because we were all too scared to leave it.”



SA-2 “Guideline” missile and launcher on display at Nellis Air Force Base, Nevada.

## How to Dodge an SA-2

As soon as the MiGs had left, the SAMs started flying. Briefly put, the SA-2 was a two-stage surface-to-air missile (SAM) guided by ground-based radar. The first stage would burn for only two seconds and accelerate the missile to about 2,000 miles per hour and then fall away. The upper stage contained the warhead. The SA-2 had a range of about 25 miles.

You could outmaneuver an SA-2 by going into afterburner and diving to build up speed, and letting the missile follow you down. Then, when it was close, you’d pull up and turn sharply, pulling 6-8 Gs as. The missile would try to follow but could not turn with you. At about 20 Gs it would tumble and explode.

This day, C J heard the pilot behind him call, “Bronco Two, right below you.” This was the kind of ominous message every pilot dreaded. So C J rolled his heavily laden plane almost upside down to take a look. After five or six seconds he still couldn’t see the missile but figured it had to be almost on him, so he rolled upright and away. As he leveled off he saw the missile dead level with him, about 400 feet to the side. Just then it exploded but fortunately none of it hit his plane. A near miss.

Over the next several minutes there was a total of ten missiles. One went right up between C J and the plane in front of him. It must have been well and truly

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jammed because it just kept going, up to 40,000 or 50,000 feet and disappeared. Then some big AAA (triple-A or anti-aircraft artillery) started firing at them with little or no effect.

## The Bomb Run

It was important to keep in formation while all this was going on, and to rejoin it immediately if you had to dodge. That's because they always made a complicated and coordinated group roll-in that would simultaneously point them at the target and get them to the optimal dive-bombing angle of 45 degrees.

Just as they initiated the roll in, C J happened to look up and saw a flight of four F-4s coming down right through their formation. Some error in judgment had put them on a collision course. C J instantly called "Broncos, break left!" A call like that is to be instantly and unquestioningly obeyed, and everyone broke. The other F-4s passed through and were gone. C J's flight rearranged itself and executed the roll-in. And no one said a word.

They dove in. C J watched the lead plane so he could release his bombs the moment the lead released his. He glanced down and saw what he thought were hundreds of bomblets from cluster bombs detonating. But no one on that mission had cluster bombs. He was seeing enemy AAA shells detonating directly ahead at about 8,000 feet, the slated altitude for their bomb release. There was no hole in the cloud of exploding shells, and as he reminded us, you can't stop, you can't go back, you can't turn, there's no way to go but through. So he hung on and went through. At about 8,000 feet the leader dropped his bombs and everyone else released theirs. No one got hit (or hit badly) by the AAA, and they all got through.

## Jinking

Now it was exciting for a different reason. With the bombs away, each ship was free to fend for itself. They all dodged and weaved and dived and climbed and accelerated to get the heck out of there as fast as humanly (and aerodynamically) possible. All of a sudden



F-4C Phantoms in formation for refueling.

there were about 24 airplanes jinking like this all over the sky, with everyone making a desperate dash back to the southwest and safety. Once away from the AAA, they formed up into impromptu groups of planes from all different squadrons, climbed back up to an efficient cruising altitude to conserve fuel, and headed back to the tankers.

## Desperately Seeking JP-4

By now everyone was low on gas. The pilots simply itched to hit the afterburner and get into friendly territory as soon as possible, but that would use up the gas at a hideous rate.

The tanker crews were all listening and knew the fighters needed fuel particularly badly. So they broke the rules and went way out past their maximum northern allowed latitude.

When C J got to the tankers he had about 600 pounds of fuel left, enough for four minutes of flight. There were others in worse shape. The planes lowest on fuel hooked onto the first tankers they could find. Their nervous comrades flew with wings practically overlapping to be closer to the boom and save fractions of a second once the guy on the boom detached and rolled away. The time it actually took to hook onto the boom "depended on how scared you were." That day, it took only a few seconds.

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Each plane took on just enough JP-4 fuel to keep flying for a few minutes and then released to let the next guy in. It reminded C J of the circus act where a juggler keeps dozens of plates spinning at the ends of long sticks and is constantly dashing back and forth trying to keep them all from falling. Eventually, the emergency died down as all planes incrementally took onboard more fuel than they needed at the moment, and soon they all had enough to make it back to the airbase.

C J never pondered where the tankers came from or where they went. As he put it, "They were always there on our way out and they were there when we came back and they gave us gas and I never asked. But I did appreciate them being there."

And upon returning to base, about six hours after the briefing, it was time for some relaxation (and perhaps a beer or two) in the Officers' Club.

C J's group was in Thailand for almost 6 months. They had trained together for about two years before going overseas. They flew 10,000 missions over Vietnam in less than six months, and lost only two planes in all that time. They never lost a single man, which is a good record.

C J laconically summed it all up: "It was exciting work, if you like that kind of thing."

## About C J Stephens

C J is a Santa Rosa native, and attended Santa Rosa High School. He and his friend Lloyd Hamilton bought their first plane together when C J was fifteen, and they learned to fly it. C J joined the Air Force but since he had no college degree, he could not immediately become a pilot. So he settled for Navigator's and Bombardier's wings. He later had the chance to go to Air Force pilot school and finished first in his class in 1965. He logged about 3,000 hours and 232 combat missions



©John Nelson  
C J Stephens during his presentation

in F-4s in Vietnam. He was awarded the Distinguished Flying Cross and 12 Air Medals, and retired in 1980 with the rank of Lieutenant Colonel.

After the Air Force, C J got his commercial rating and became a corporate pilot. Along the way he earned a Bachelor of Science in Aviation Studies and a Master of Business Administration at Embry-Riddle Aeronautical University. He has type ratings in the P-51, Hawker Sea Fury, F4U Corsair, T-28, Yak-3, and Yak-11. He holds an "All Types Authorization" to fly any piston powered ex-military aircraft, single and multi-engine. He is a Certified Flight Instructor in single and multi engine airplanes

and gliders and has provided training for in-flight emergencies and formation flying techniques. C J built and flies his own Glassair III aircraft and is a founding member of the Pacific Coast Air Museum.

He's been involved in the Reno Air Races since the mid-1980s, and has raced Sea Furys and P-51s in the Unlimited Class, and several planes in the Sport Class. He is a certified Safety Pilot and Race Starter for the Sport Class and Reno Air Race instructor.

He spent 14 years as Chief Test Pilot for the CAFÉ Foundation, a non-profit flight-test research organization sponsored by the National Experimental Aircraft Association. He was the first recipient of the Spirit of Flight Award presented by the Society for Experimental Test Pilots (SETP) and EAA for outstanding achievement in Flight Research. The EAA recently honored him with the Lifetime Achievement Award.

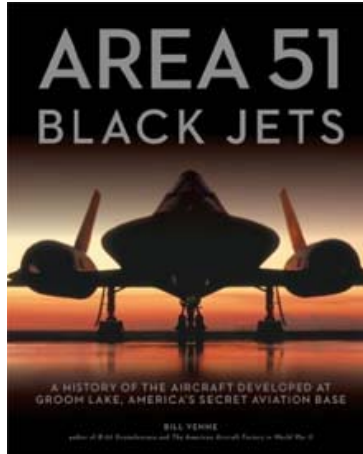
PCAM past president and friend Lynn Hunt says that locally "C J is the litmus test, the sounding board for anything about aviation. For any question about flying, he's the go-to guy."

All of us at PCAM thank C J for his very entertaining and informative presentation, and for all his other contributions to the Museum. ✨

## March 16 Guest Speaker:

### Bill Yenne, Author: *Area 51 Black Jets*

Bill Yenne, acclaimed aviation historian, author, and PCAM friend returns to share stories from one of his more recent books – *Area 51 - Black Jets: A history of the Aircraft Developed at Groom Lake, America's Secret Aviation Base*.



### About Bill Yenne

Bill Yenne has written histories of America's great aircraft manufacturers, including Convair, Lockheed, and McDonnell Douglas, and has been praised for his recently-updated *The Story of the Boeing Company*. He has also written histories of the US Air Force and the Strategic Air Command. Early in his career, Mr. Yenne worked with the legendary US Air Force commander, General Curtis E. LeMay, to produce the recently re-released *Superfortress: The B 29 and American Airpower in World War II*, which Publisher's Weekly describes as "An eloquent tribute." His dual biography of Dick Bong and Tommy McGuire, *Aces High: The Heroic Story of the Two Top-Scoring American Aces of World War II*, was described by pilot and best-selling author Dan Roam as "The greatest flying story of all time." Mr. Yenne has contributed to encyclopedias of both world wars, and has appeared in documentaries airing on the History Channel, the National Geographic Channel, the Smithsonian Channel, and ARD German Television. His book signings have been covered by C-SPAN.

Bill Yenne makes his home in San Francisco, where he currently has several new projects in the works.

### Time and Location:

Wednesday, March 16, 2016, 7:00 p.m.  
Columbia Distributing, formerly  
Mesa Beverage Company, Inc.  
3200 N. Laughlin Road. Santa Rosa, CA 🌟

## Revitalized PCAM Oral History Program is Up and Running

By John Nelson

On Wednesday, January 27, the revitalized PCAM Oral History Program team conducted the first of what will hopefully be many interviews of veterans from all branches of the services and for all eras of conflict. Our first speaker for this re-launched program was PCAM President and Vietnam Veteran Jim Sartain. The interview was conducted by Marilyn Pahr, with Nancy Sandborn assisting with set-up and lighting and John Nelson as videographer.



Jim shared his story of growing up in the Bay Area, his early time in the Air Force and ultimately his time in Vietnam. He had many moving stories, and a few humorous insights. The setting for the interview was Darryl Bond's hangar, using his beautiful P51-D *Lady Jo* as a backdrop. This hangar makes a great setting, even though the aircraft passing by added a little too much realism and noise to Jim's commentary.

Jim's interview is now on DVD and ready to be submitted to the Library of Congress, and a copy will go to Jim and to PCAM.

We're ready for more veterans to share their stories of service to our country. If you would like to share your experiences and become a part of history, please contact Marilyn Pahr ([marilypahr@comcast.net](mailto:marilypahr@comcast.net)) or John Nelson ([jsnelson1@comcast.net](mailto:jsnelson1@comcast.net)), or Allan Nelson ([s90deg@gmail.com](mailto:s90deg@gmail.com)).

We look forward to hearing from you and making your time sharing your story comfortable and rewarding. 🌟

## Flight and Fancy At Charles M. Schulz Museum

By Lynn Hunt

Cold and inclement weather could not dampen the spirits of over 500 enthusiastic kids and their parents who attended the Charles M. Schulz Museum's Flight and Fancy on Saturday, March 5<sup>th</sup>. The event, co-sponsored by the Pacific Coast Air Museum, was intended to capture young imaginations and to educate and inspire them in the field of aviation. The free event encouraged young people to draw, assemble gliders, build and launch whirlygigs, sit in our cockpit simulator, enjoy flying movies and videos, and try their hand at riveting aluminum parts. The most popular exhibits were the Kitfox airplane provided by Wayne Cook and the arrival/departure of Dan King from Helico in their Robinson helicopter. Volunteers from PCAM included Wayne Cook, Bill Cavanaugh, Lynn Hunt, Dana Hunt, Arianna Hanson, and the entire Hochberg family. We will let the pictures speak for themselves.



*Continued on next page*

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### 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](mailto:rogerolson427@gmail.com) ★





## 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

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](http://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](mailto:Peter Loughlin), Editor: [pcam-news@loughlinmarketing.com](mailto: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](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 2016**

*Open Cockpit*  
*March 19-20, 2016*  
**H-34 Choctaw Helicopter**

**PACIFIC COAST AIR MUSEUM**

### **REMEMBER THESE DATES**

March 16, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing, formerly Mesa Beverage
April 7, 2016	11:30 a.m - 1:00 p.m.	Hot Dog Thursday — first of the season!
April 20, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing, formerly Mesa Beverage
May 5, 2016	11:30 a.m - 1:00 p.m.	Hot Dog Thursday
May 18, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing, formerly Mesa Beverage
June 2, 2016	11:30 a.m - 1:00 p.m.	Hot Dog Thursday
June 15, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing, formerly Mesa Beverage
June 18, 2016	9:00 a.m. - 5:00 p.m.	Mustang Roundup & Muscle Car Show: Ford Mustangs and P-51s displayed together! Watch for news!

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