



## PACIFIC COAST AIR MUSEUM

Spring 2023

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You may have noticed a flurry of activity inside the Butler Hangar. This effort is to prepare the Butler for some major upgrades which will come in the form of a new, leak-proof roof, cleaning and painting inside the hangar, specifically the underside of the roof, and also a new concrete floor. This new floor will overlay the existing concrete which is not smooth or level enough for what we intend.

In order to prepare the hangar it must first be cleaned out. We currently have a five-year accumulation of odds and ends—some useful, most not—that populate the hangar. In order to work inside we must completely empty the hangar. This is a huge undertaking while at the same time being a difficult job due to its nature. We have already designated additional storage areas, but we must seriously consider what can be disposed of and/or recycled. Our work party the last two Saturdays have recycled over 17,000 pounds of scrap metal.

Because of major events planned for the fall we are on a tight schedule to complete this work quickly. We plan to accommodate our normal museum events, such as Hot Dog Thursdays and our car show, and ensure that there is a minimum adverse effect on our guests. Please be patient and understanding as the restored Butler Hangar is sorely needed and will be worth the wait.

### President's Message

Greetings,

The start of 2023 has been busy and exciting. Events are getting scheduled into the calendar, construction is progressing with (PRMD) Permit and Resource Management Department, but the most noticeable change is buzzing around the Butler Hangar. We have been busy cleaning out the inside and the south side of the hangar in preparation for long overdue repairs to the roof and a new floor overlay.

More to come as things progress ...

April is here, which can mean only one thing—the start of Hot Dog Thursday! We anticipate record numbers again this year and with more guest aircraft on display. Open Cockpit Saturdays have been well attended with our adjusted schedule and more aircraft opened. This is just the start of the year. It's going to be a busy one, to say the least. It's a year of changes and major improvements. What an exciting time for PCAM!

Chris Brown  
President

### PCAM Value Statements Integrity:

Demonstrate daily the highest levels of honesty and strong moral principles.

**Accountability:** Be accountable to our members, our patrons and our community.

**Customer Service:** Strive to achieve the highest levels of service and satisfaction.

**Achievement:** Become a recognized and valued asset to our community.

**Education:** Complement local institutions with unique learning opportunities.

**Innovation:** Constantly evolve the museum, the stories it tells and how it tells them.

**Diversity:** Create a climate of respect that is supportive of a diverse organization.

### PCAM Mission Statement

*"To educate and inspire both young and old about our aviation heritage and aerospace technology, to preserve historic aircraft and artifacts, and to honor veterans."*

## Museum Operations

### PCAM has meeting/party space to rent

PCAM's Hangar 2 is capable of seating 75 people and can be leased as a classroom space, a presentation space, or even a private party/reception space. We have tables, chairs, a great sound system, a big screen and projector, and a toasty heater, all surrounded by fascinating aviation memorabilia. We've hosted everything from catered retirement parties to memorial services. We have leased the space for training classes for Sonoma County Fire Fighters. If you need a space for a daylight event, consider PCAM's Hangar 2 Exhibit Hall.

We host birthday parties for all ages where kids can be kids and adults can mix and mingle among our collection of wonderful aircraft. We can provide on and off load services, docents and, on special occasions, even an open cockpit for your guests to enjoy.

If Hangar 2 sounds like what you or your group might be looking for, contact the PCAM Events line at 1-707-575-7900 ext. 5 or speak to Janet Doto, our Events Coordinator



### "New" Forklift

By Lynn Hunt

Things are looking up. The donated forklift from Duane Doyle held much promise when we pushed it up on Alan Henderson's equipment trailer on a Friday afternoon (thanks, Alan!). It is a 5,000 lb (lift capacity), pneumatic-tired, propane-powered, side-shifting Caterpillar that appeared to be lightly used and heavily neglected. Dead forklifts can get like that. As we were loading it, the rumor was that some teeth missing on the starter ring gear was the reason it wouldn't start. The fix would involve pulling the engine out and replacing the ring gear, presuming we could find one.

Not long after Saturday's well attended work party, Bear and I wasted little time in opening her up with anticipation, just to see how bad it was really going to be.

First came the garden hose which blew off the top several layers of dirt and leaves and revealed more of that classic yellow Cat paint. Imagine our surprise and great pleasure when, upon inspecting the ring gear, we found no missing teeth. Next came the starter motor which proved to be dead. For \$178 the good people of Amazon agreed to send us a new one. Another \$100 for three filters, a couple pounds of strategically placed grease, and we may soon have a reliable and much needed forklift for the museum. Let's all keep our fingers crossed.



While we are still here in the shop, we may devote some energy toward sprucing her up a bit. Be careful what you wish for.

## Gift Shop

This has been a very eventful quarter for PCAM's gift shop. Alan Chensvold, our manager this past year, suffered an unfortunate accident that required hospitalization for hip surgery. So Alan will be incapacitated for some time, and we wish him a safe, comfortable, and speedy recovery.

Alan has been with the Gift Shop since the summer of 2011. From then until now, he has been a great asset to PCAM and took over for Mike Lynch, when he retired in 2022. Under Alan, the Gift Shop has grown larger with new products and more planes.

We are fortunate, though, to have some wonderful volunteers ready for us when times are tough. A shining example of this is Kenn Clark, pictured here manning the office. Kenn has stepped up to the task in spades and is now serving the crucial role of gift shop manager. Kenn brings experience in retail and sales. This is paying off, it seems, because the museum has recorded over 200 visitors during the first quarter of 2023.



Kenn Clark at the front desk.



Kenn is assisted by Greg Thomas, Loren Cooper, and Rachael Foreman. The gift shop offers items of interest to aviation enthusiasts of all ages. Our stock ranges from child to adult aviation-themed clothing including flight jackets and commemorative caps, as can be seen behind Kenn in the picture. We also have model kits, play models, story books, and coloring books for the younger set. Spring will arrive no doubt. Come in and bring the family for a wonderful time at the museum.

We want our members to also remember our virtual reality flight simulator, which is a real cockpit from an L-29 jet fighter. Here is Ty West putting the simulator through its paces! We urge members and visitors to bring along their fledgling aviation enthusiasts for a thrilling "ride" on a jet fighter, or many other simulations, ranging from a Boeing 737 to a Cessna 150. Try handling a helicopter! This will test your eye-hand skills!



Ty West, our simulator operator

### New Members

The following new members have joined the first quarter of 2023. We offer a hearty "Welcome to the museum" to these folks. Enjoy all the museum offers for families: exciting outdoor displays, aviation gifts for enthusiasts of all ages, and interesting and educational member meetings once a month featuring speakers with fascinating stories to tell. We offer opportunities to get involved by volunteering to help out. The museum stays alive through the efforts of our volunteers. So join in and become part of the group. We are a happy bunch and welcome all who wish to assist. You can zip an email to the office at [admin@pacificcoastairmuseum.org](mailto:admin@pacificcoastairmuseum.org), or submit your name at the gift shop. We will find a place for you!

Welcome to: Mark and Erika Altes, Samantha Alves, Cibelle Aparicio, James Babe, Paul Bartholow, Ann Bryson, Jennie Cato, Brad and Monica Crabtree, Nizer Ibrahim, Stella Lai, Ron Nerviani, Alex Post, Joseph Railla, Jennifer and Brian Toohey.

## Member Meetings

January 2023 Member Meeting Guest Speaker

### General Howell Estes III

Our guest speaker for the January 2023 general meeting was retired four-star General Howell Estes III who accepted the invitation of PCAM member C.J. Stevens to speak. Held on the rainy evening of 18 Jan. 2023, the program was a very special treat for us all. The general's biography below speaks to a most distinguished career and the attainment of the highest levels of leadership in the United States Air Force.



#### MAJOR AWARDS AND DECORATIONS

Defense Distinguished Service Medal with oak leaf cluster  
Distinguished Service Medal  
Defense Superior Service Medal Legion  
of Merit  
Distinguished Flying Cross with oak leaf cluster  
Meritorious Service Medal with three oak leaf clusters Air  
Medal with 10 oak leaf clusters  
Air Force Commendation Medal with two oak leaf clusters

General Howell M. Estes III was commander in chief, North American Aerospace Defense Command (CINCNORAD) and United States Space Command (USCINCSpace), and commander, Air Force Space Command (COMAFSPC), headquartered at Peterson Air Force Base, Colo.

The general entered the Air Force in 1965 as a graduate of the US Air Force Academy. He has commanded both operational and maintenance squadrons, the Air Force's only stealth fighter unit, an air division and numbered air force. Prior to his CINCNORAD position, he served as director for operations (J-3), the Joint Staff, the Pentagon, Washington, D.C. A command pilot with more than 4,500 flying hours, he flew 169 combat missions as an F-4 pilot during the Vietnam conflict. During the Gulf War he served as deputy chief of staff for operations, Strategic Air Command. General Estes achieved a Command Pilot Rating and flew many aircraft types including A-7, F-4, F-16, F-117 and EC-135 aircraft.

This night, the General talked about his role as the Air Force's commander in charge of the F-117 stealth fighter program.

In the summer of 1975, the Defense Advanced Research Projects Agency (DARPA) held a design competition for a radar-eluding fighter- bomber aircraft. Lockheed's Skunk Work's design demonstrated unmatched low observability and won the contract for Have Blue, the stealth demonstrator that led to the F-117 Nighthawk.

Less than a year after Have Blue's successful first flight in 1977, F-117 production became a reality. The first flight of the F-117 took place in 1981, just 31 months after the contract award, and deliveries began the following year. The existence of the aircraft was not revealed publicly until 1988.



## General Howell Estes III

(continued)

The aircraft achieved initial operational capability in 1983 but was kept under the strictest secrecy for many years. It wasn't until 1988 that the program was publicly acknowledged, and not until 1990 that it made its first formal public appearance. By this time, the aircraft had been operational for seven years.

The aircraft's first public viewing in 1990 at Nellis Air Force Base, Nevada, was attended by thousands wishing to see more than the low-quality image of the F-117 featured on the [May 1989 cover of Aviation Week & Space Technology](#). Though retired by the Air Force in 2008, the F-117 lives on through stories such as this one presented by General Estes, by donations of retired aircraft to be displayed at places like the Air Force Academy, Colorado Springs, and the Air Force Museum in Dayton, Ohio.

General Estes was in charge of the Air Force's determined effort to bring the aircraft to Initial Operational Capability (IOC) as rapidly as possible. In this role, he lived in Las Vegas and was flown to Lockheed's super-secret development facility at Area 51 deep in the Nevada desert. Following the initial flights there, the aircraft was flown (in the dark of night, of course) to the Tonopah test range north of Las Vegas. There, the general qualified in the aircraft.

The **Tonopah Test Range** (TTR, also designated as **Area 52**) is a highly classified, restricted military installation of the [United States Department of Defense](#), and [United States Department of Energy \(nuclear stockpile stewardship\)](#) located about 30 miles (48 km) southeast of [Tonopah, Nevada](#). It is part of the northern fringe of the [Nellis Range](#), measuring 625 sq mi (1,620 km<sup>2</sup>). Tonopah Test Range is located about 70 miles (110 km) northwest of [Groom Lake](#), the home of the [Area 51](#) facility.

General Estes related his experience flying the F-117, and indicated that the aircraft had some tricky characteristics. One should wonder, with all the flat "lifting" surface and the tiny vertical stabilizers, that the aircraft did not revert to a flat spin.

A wonderful and thrilling evening was had by all in this well-attended general meeting. We are more than grateful to the general for stopping by and presenting this exciting story, no doubt only one of hundreds he could tell. We are indebted to our very own C.J. Stevens, for inviting General Estes. Thank you C.J.!



CJ Stephens with General Estes.

February 2023 Member Meeting Guest Speaker

## Marlon Young and the RV4 Home-built



Well, actually, Marlon's wonderful presentation contained more than his story of building an RV-4 aircraft, which is pictured here behind him. He refers to it as a "red-tail" aircraft, in honor of the Tuskegee airmen. It is also fast, very fast, 200 mph cruising.

## Marlon Young and the RV-4 Home Built (continued)

First things first though. Young has been a pilot since high school. Although he is now an attorney, which keeps him busy, he has three aircraft to maintain and fly. Here are all three outdoors in front of his "gun club" hangar.



Left R-V4, Center Cessna 195, Right Citabria.

How does one come to own three aircraft? It's a story of a lifelong work and association with aircraft in just about the most intensive sense. Young's father is a licensed aircraft mechanic who worked mostly at the Redding Municipal Airport. Marlon learned the art and science of working on aircraft as a school boy by his father's side. This did not come easy though, as Marlon did after-school jobs in Redding and at STS. His first college was Redding, but flying a Cessna 175 around to scout schools for a four-year degree brought him to Sonoma State University, and a job at STS. There he worked for Redwood Aviation.

Young not only paid for his undergraduate degree this way, but managed to save enough for his first year in law school. Soon, the opportunity appeared to buy a Cessna 195. This is where the love of flying and aviation sometimes trumps conservative thinking. Father and son bought the aircraft in 1986, Marlon using what he had saved for the first year of law school. Somehow, by working very hard, Marlon continued to pay for his law school, attain admittance to California Bar, and start working as an attorney. This is some impressive right stuff!



Marlon Young's Cessna 195.



Being an airplane nut since I was a kid myself, recalled the Straight Scoop editor, the Cessna 195 is possibly one of the most beautiful airplanes there is, bar none. This wasn't the only round engine Cessna manufactured, but maybe the best. How could one pass this up? Even if it was necessary to re-engine the aircraft in 2017. Here are Marlon and his father Harry installing the new engine themselves.

## Marlon Young and the RV-4 Home-built (continued)



This experience certainly prepared Marlon for the task of building his own performance aircraft, the RV-4. Here he is with some friends (helpers?) in a late stage of the build.



And voila! The finished product! Isn't she a beauty. Did I mention she was fast?

The RV-4 started with a derelict project discovered in Sebastopol where it had been growing grass for 15 years. Needless to say, bringing this project to life was an effort of great elbow-grease proportions. The final part of the RV-4 story was the flying part. One would like to have a well-seasoned (and maybe a little insane) someone-else do that. But then again, you put it together, and if something bad happened, you could never really forgive yourself. So Young decided the best thing was to make the first flight himself. One can imagine all the thoughts running through his mind during run-up. There were thousands of fasteners, engine, cable, and instrumentation thoughts, primary control surface thoughts—so many that at one point the tower had to ask what his intentions were.

Exhaling a large breath, Marlon pushed up the throttle, gunned down the runway, and lifted off just as planned. It must have been a huge sigh of relief, said the Straight Scoop editor, and I can bet he was grinning from ear to ear until he set her back down. A job done perfectly!

There's still the Citabria. Here it is gleaming in the sun.



The aircraft is beautiful, correct? But this is ridiculous! This is not doctored, or photo-shopped, or anything. The Straight Scoop editor thinks this is what they mean by the pot of gold at the end of the rainbow.

Thank you, Marlon Young, for a most delightful presentation!

March 2023 Member Meeting. Presentation by Andy Werback

## Advanced Base Sectional Dock

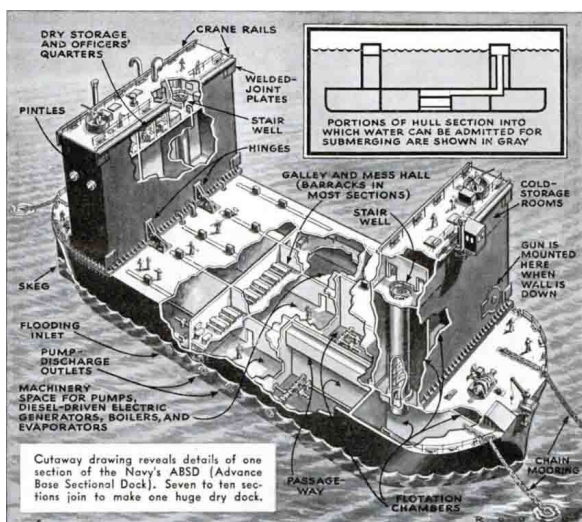
When the US Navy started operations in the South Pacific in 1942, the ship docking facilities were limited to ports in New Zealand, Australia, Pearl Harbor, and a few ports on the west coast of America. This required trips of thousands of miles for servicing or battle damage repairs.

The need for a “portable” floating dry dock resulted in the Advanced Base Sectional Dock (ABSD), a self-sustaining design that could be built rapidly and deployed to safe areas near the battle zone. This saved many damaged ships and allowed many more ships to remain near the action instead of spending weeks sailing to a shore-based facility.

What was different about the ABSD? What made it work? How did it get there? Andy showed those who attended the membership meeting on March 15 the photo below made during World War II in the Pacific Theatre. This shows the USS *California* lifted out of the water for repairs following a collision. Since the ship drifted in excess of 30 feet, this was a pretty tall lift.



How was this done? The drydock was created in sections of “pontoons.” The drawing below shows one of these pontoons. The photo above indicates at least 10 of these butted together to complete the mobile drydock. Since the *California* was some 800 feet in length, each of these pontoons must have been about 80 feet abeam.



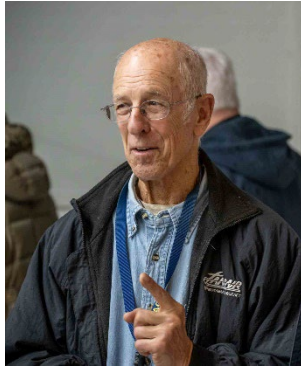
The cutaway drawing shows the interior of one pontoon. The “dry” section was in the middle. The rest of the pontoon and most of the walls were flooded to “sink” the entire drydock to the level required to allow the ship to enter while afloat. The water was then pumped out to raise the drydock and the ship so that the ship was completely dry. All of the “dry” center quarters of the pontoon were under water. This area included several decks, one of which was the crew (meaning all the welders and other technicians who repaired the vessel, plus all the command and support personnel). Another deck contained the pumps and engines to run them and generate power. So it must have been a bit like submarine duty to go to sleep knowing that you are more than 20 or 30 feet under water.

Saying that the pontoons were “butted” together is rather misleading. They were bolted and welded together with great precision and strength. Andy saw one of these in a Portland, Oregon facility while visiting his daughter, a lieutenant colonel in the Army Corps of Engineers. He said that you could not see a deviation from straight as you looked down the length of the drydock.

This is a fascinating story of a large engineering project completed during WW2. Seven total were built, some four with a beam of 101 feet. One remains sunk near New Guinea. Another was scrapped. Other pontoons from this project have been used for oil platform construction work.



## Advanced Base Sectional Dock (continued)



Andy Werback is from China Lake, California, home of Naval Air Weapons Station China Lake. He and wife Sam call Sebastopol home. Daughter Katie is a US Army Engineer, now with US Army Corps of Engineers, Portland District.

Andy is a retired software engineer who spent 35 years programming embedded computers for Radar Warning (ALR-67, ALR-74) and IEEE 802.11 (WiFi). He earned his BS and Master's degrees in Electrical Engineering from U.C. Davis where he also began his flight training 48 years ago. He built and currently flies a Lancair Legacy sport aircraft.

His other hobbies include history, particularly the US Navy in World War II. He was a docent and shipkeeper on the SS *Jeremiah O'Brien*, a WWII Liberty ship based in San Francisco.

## Flight Wing News

By Lynn Hunt

Despite the inclement weather the (new) lights of Hangar 202 continue to burn into the night (Thursdays) as our hungry crop of engineering candidates, numbering nine in total, labor away on a variety of projects. Most of the projects involve the restoration of our Rearwin Sportster. The old fabric covering has been removed, as has the intricate matrix of wood formers that give the Sportster its shape.

Meanwhile another group of determined young adults tackles the challenging task of integrating our new Rotec radial engine into the Rearwin fuselage. This new engine will provide the museum with many hours of reliable performance, something that our unfortunate collection of original Ken Royce radial parts could never do. This is a big project that cannot be accomplished in just one year; however it provides our STEM students with a great opportunity to study the engineering fundamentals that were in use back in 1935.

Look for the renowned Flight Wing BBQs to resume in May as the nice weather and longer days return. Thanks to those of you who join and thereby support the Flight Wing.



Rotec R-2800 Radial Engine.



Rearwin Sportster getting a fresh start.

## Member Stories

### Flying the DC-6

By Barney Hagen

United Airlines hired me for a pilot position in June of 1965 after I had served seven years as a pilot in the Royal Canadian Air Force. The airline industry was in a rapid expansion mode at that time, and pilots were in high demand. Before United would hire me, I had to obtain my FAA Commercial license with an instrument rating, which I acquired at a flight school at Boeing field in Seattle.

As everything in the pilot world revolves around your seniority, my first assignment was at the bottom of the ladder as a DC-6 flight engineer. United's training school was located at Stapleton Airport in Denver. On a two-week cycle, a class of 24 pilots showed up to start a two-month program to write the flight engineer FAA exam, take the oral exam and be certified as a piston flight engineer. Also included in this time frame was a short flight school to make sure you could keep a large four-engined transport right side up. Two of my classmates didn't make it through this phase.

United had a small fleet of DC-7s for this phase of training. The mainline flying used various models of the DC-6. Then, my first domicile, Chicago.

Flying the line is what it is all about. As a flight engineer, or "second officer" in airline terms, your job is to preflight check the aircraft and ensure it is ready for the day's work. I held this position for less than a year. The jet age was upon us and United had a new fleet of B-727s. I showed up for work one day and was informed that I was now a B-727 second officer and I was sent off to school in Denver to train for that position.

In September, 1967, I was able to bid for a DC-6 first officer position and once more I was off to Denver. More training, and I was now certified and had a window seat. Flying the line, what fun.

Still based in Chicago.

My first line trip was a charter flight from Chicago to Oshkosh, Wisconsin. And my first takeoff as a line pilot was at Oshkosh as we ferried the airplane to Cleveland. A great start to a long piloting career.

The DC-6 flying out of Chicago was a mix of scheduled line flights and charter flights. United did a lot of college football charters and being on reserve, not senior enough to hold a scheduled line, I did quite a few of these charters. Flying into airports not on United's main line was interesting. The longest schedule flight was a cargo liner from Chicago to Seattle, an all- nighter. Trying to stay awake with four big round engines droning in the background.

My tenure as a DC-6 first officer lasted only six months, as the airline was expanding rapidly and I was able to upgrade to fly the B-727 as a first officer. Another window seat that went a lot faster and covered more of the country. I have around 160 hours flying the DC-6 and it was the end of an era. United stopped flying the DC-6 not long after I moved on. The jet age was upon us.



United Airline DC-6.



Captain Hagen at our flight deck.

Flying the DC-6  
(continued)

*Editor's Note: "Capt. Hagen and Capt. Bill Green (d) refurbished the DC-6 flight deck display that is currently in PCAM's collection. They spent several years on this project and there are dreams of displaying this indoors somehow and opening the flight deck on "open cockpit" days.*

*I'm sure Barney would have more great stories were he to be there when the doors are opened. PCAM also retained, until a few years ago, a full-size unflyable Air Force C118 "Loadmaster," on display off taxiway K on STS airport property. Unfortunately, outdoor weathering was quickly taking its toll, the airport did not care to keep this display aircraft, and there was no room at PCAM proper for it, so the display had to be scrapped. Some DC-6s still fly. During the last fire season, one actually operated from STS, and if you were lucky, as I was, you could have witnessed a takeoff, with those four big radials cranked up. It's a sound now pretty much available only on "you tube" or some such. But, no matter, it is a thrilling sound."*



Air Force C-118 "Loadmaster".



DC-6 refurbished flight deck.

## Minot Incident

By Jim Mattison

A B-52 flew a nuclear missile from Minot (rhymes with Why Not) AFB, ND, to Barksdale AFB, LA. The plane's crew didn't know they were carrying a nuclear cargo. And since they didn't know, no one at Barksdale knew to guard the missiles. So no one did. A recent visitor to PCAM told us the tale. He had been an instructor on B-52s at Castle Air Base. That piqued my interest. "I was at Castle," I offered. "When were you there?" Early 80s. He had been the Munitions Officer. Whoa! At Castle I had loaded nukes on B-52s. "What did you think of that nuke cruise missile B-52 fiasco a number of years ago?" I asked. "That incident shook up Air Force nuke policies. It's now incorporated in all training syllabuses," he said. "I teach it in all my classes." "How could the air crew overlook that they were carrying live nuke payloads?" I wondered aloud. "I heard a lot of people got fired." "Yes," he replied, "but some people that should have been fired managed to avoid punishment." I hadn't heard the full story, it seemed. On Aug 29, 2007, under the control of 5<sup>th</sup> Bomb Wing, Minot AFB, a Minot Weapons Loading Team loaded a B-52 from the 2<sup>nd</sup> Bomb Wing, Barksdale AFB, LA with 12 cruise missiles for a ferry flight to Barksdale AFB, where they were to be scrapped.

Twelve hours later, the Barksdale air crew arrived at the B-52, performed perfunctory pre-flights, and took off on 30 August at 0840 hours (8:40 a.m.), unaware that six of the twelve cruise missiles they were transporting contained live nuclear warheads. The aircraft arrived at Barksdale AFB three hours later. No one expected live warheads so the plane sat unguarded on the ramp for over nine hours. When a 2<sup>nd</sup> Bomb Wing loading crew was dispatched to unload the cruise missiles from the B-52, imagine their shock when they discovered the live missiles! They immediately notified their supervisors and requested direction. The live nuclear warheads had been unguarded and unaccounted for a total of 36 hours. Things had begun to go haywire when Minot's Munitions Control failed to update their munitions handling schedule. Had they done so, they would have discovered that one of the pylons was not prepared for a ferry mission.

Munitions Control directed the handling crew to deliver two pylons carrying six cruise missiles each to the flight line for loading. But the handling crews failed to follow nuclear safety and security procedures which called for a complete inspection of all weapons prior to movement. Had they done so, they would have discovered that six of the cruise missiles contained live nuclear warheads. At the aircraft, the loading crews loaded both pylons onto the B-52 as directed.

## Minot Incident

(continued)

At no time in the loading process did the loading checklist call for the loading crew to verify the payload. Therefore, no one knew how explosive the situation had become. [*Personal note: as a former B-52 weapons load team chief, I was surprised that there was no requirement to annotate explosive status on the aircraft armament placard. Despite the assumption that twelve cruise missiles were inert, they still contained fuel and the ability to be jettisoned. Aircraft armament placarding is designed to benefit crash and fire responders, notifying them of explosive/fire handling procedures.*]

As it was merely a ferry flight, a skeleton air crew was scheduled. Investigation revealed that the air crew did a minimal preflight and only a spot check of weapon status. The air crew's flight manual requires the Instructor Navigator to verify every payload installed on the aircraft. The Navigator checked only one cruise missile and that was one that had an inert payload. The odds were 50/50 that it would. He skipped inspecting the remaining eleven cruise missiles.

Upon arrival at Barksdale, the crew parked the B-52 on the open ramp and left it unguarded until 2030 hours (8:30 p.m.). Due to the error chain, no one at Barksdale knew that the B-52 contained six live nuclear payloads. All involved believed it to be loaded with twelve inert cruise missiles, ferried there for destruction.

**Conclusion:** This incident represents a change in culture every step of the way. As the USAF bomber force had been steadily converted to a conventional weapon delivery system, nuclear procedures had become de-emphasized. Some newer bomber crews, by their own admission, had "never even touched a nuclear weapon." So lax had nuclear safety and security procedures evolved that they were typically ignored, leading to a breakdown in discipline, supervision, leadership, and training.

This incident represented the tip of the iceberg of inadequately managed nuclear assets. Annual nuclear safety and security inspections of all Air Force units involved with nuclear weapons were mandated by the Secretary of the Air Force and the Air Force Chief of Staff. Not long after this incident, a more serious breach of nuclear protocol occurred, involving a quantity of nuclear reentry vehicle fuses (that allow nuclear warheads to detonate) were discovered to have been mislabeled as helicopter parts and shipped to Taiwan. As a result of these two serious incidents and many Air Force units failing their annual nuclear safety and security inspections, higher level changes were made. Major Command changes were implemented with the creation of Air Force Global Strike Command. This new Command was created to assume responsibility and control of all nuclear strike assets, including intercontinental missiles formerly assigned to Air Force Space Command. Command level training was restructured to incorporate Nuclear Safety and Handling procedures. Our visitor finished his story. He shrugged his shoulders and left the hangar.

Many of our guests have stories to share. Become a docent and learn them. Call Greg Ervice at 619-980-1450 or email him at [Greg1sd@gmail.com](mailto:Greg1sd@gmail.com).



## A Story About Our F-14

By Gary Greenough

Many of our members are "long in the tooth" and have been with PCAM for many years. I started in 1993, not long after it formed, and remained off and on since then, due to life and other things going on. I spent 13 years on the ramp at the Air Show as a Deputy Ramp Boss with Jim Abell. Those were fun times. I was the first Plane Captain for the A-6, and I have told the story of having it towed to the Sonoma County Fair, (and teasing a resident on Brookwood Ave that it was being delivered to her "COD for \$3.5 Million, and we will take a check. Can I park it in your driveway?"). The A-6 was placed in front of the Hall of Flowers. It was a HUGE attraction, causing traffic slowdowns in front of the fair entrance.

Before the advent of our airshows, many of you may recall our "Open House" events on Nob Hill. Not long after the A-6 flew in to the museum, we acquired the F-14, which also flew in. PCAM officials thought it would be great to have a "complete aircraft" so the Navy was requested to leave the engines in place. The engines were "low time" and the Navy could still get use out of them, so they flew in a cargo aircraft with a complete maintenance crew and two "high time" engines that were going to be disposed of. So they swapped out the engines. GREAT! A complete aircraft! Well, maybe not so good. At our first Open House after the F-14 was ready for display, we towed it to Nob Hill with all the PCAM aircraft, not that many at the time. It was a very warm weekend. The cockpits were all opened and the public were amazed and formed long lines all weekend to sit in the A-6 and the F-14. Did I say "It was a very warm weekend"?

On Sunday, with lines of people in the queue, someone asked, "Has anyone looked at the wheels on the F-14?" Nob Hill is asphalt, not concrete. Because of the extreme weight of the F-14 and the hot weather, (thank you, "complete aircraft"), the tires/wheels had sunk into the asphalt to where a tug could not pull it out. A crane had to be called to get it out of the holes! We learned at that point that all aircraft that were "complete" would have to be on hard-pan concrete from then on and not parked or displayed on asphalt. At the old dirt display field, the "complete" aircraft, as well as other large planes, had to have the gear sit on flat metal pans or else they would sink in the mud during the winter.



The aircraft have a great home now, on hard pan probably three feet thick, from the old World War II Army Airfield taxiway, ramp, storage area, former Dragonfly taxiway, to the east of the Butler Hangar. They certainly will not sink now!

## "Snoopy-Red-Baron" at the STS Terminal

By Tim Haworth

How we rebuilt the "Snoopy-Red Baron" display models for the new STS terminal.

In March of 2022 PCAM member and aircraft historian Wade Eakle contacted me with the idea of restoring the 2/3rd scale Sopwith Camel model that was languishing in the Butler Hangar. Time and circumstance had been unkind to it, but Wade had a vision. As I was the model's original builder, Wade asked if I would be interested in restoring the plane. I agreed to meet with Wade to examine the remains in order to determine if it was worthwhile to move forward with the project. We met and decided that the airplane could be restored. A rough concept of the cost was developed and that got the ball rolling.

I built this plane and its partner, the Fokker Dr1, in 2007 for the Sonoma County Fair Hall of Flowers exhibit. Greg Duncan of Duncan Design hired me as a professional model maker to produce these aircraft for that year's show, "Snoopy's Garden of Dreams." When the fair and the exhibit ended, the Sopwith Camel was gifted to PCAM and the Fokker Dr1 was gifted to Craig Schulz. The Camel was displayed a couple of times in the ensuing years but suffered from the elements and was needy, to say the least. The Triplane fared better, being hung in Craig's hangar for fifteen years.

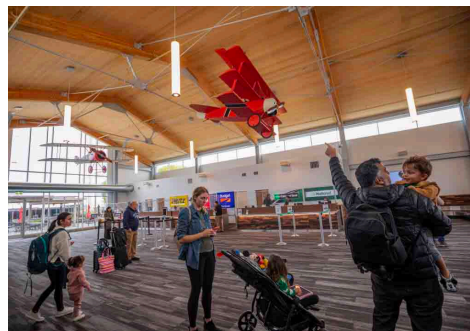
Wade talked with Chris Brown about the restoration plan. PCAM did not have funds for the project but authorized Wade to set up a Go Fund Me to move forward. With that in process, I told Wade that we would need a hangar space for the restoration work. Wade contacted Airport Manager Jon Stout. Jon was excited to learn about these planes since they had the potential for display in the new Arrivals Terminal, then under construction. A meeting was called with Jon, the PCAM Board, Craig Schulz, Wade and myself in order to see if this might be feasible. With all in agreement along with airport funding coupled with the Go Fund Me, an empty hangar was provided and work commenced in late April.

The Sopwith Camel required the greatest amount of effort and materials. Wade and a few others helped out over the following three months to fully restore the airplane. Once the Camel was completed, the Fokker Triplane was moved to the hangar and disassembled for restoration. All the work was completed by the end of October, and the planes were hung in the new terminal in mid-November. A note of thanks should be provided for the community members who generously responded to the Go Fund Me request.

We had good cooperation from Airport Manager Jon Stout and his Chief of Maintenance Dan Carls. The Q and D Construction engineers, including Brian Mills and Sharon Groux, were instrumental in making this project go forward smoothly. Lastly, Craig Schulz should be acknowledged for his cooperation throughout.



Snoopy in the Sopwith Camel with the STS tower in background.



Visitors appreciating display in the new terminal.

Besides Wade, the other PCAM members who contributed were:

Brent Moné  
Don Ricci  
Pat Scheetz  
Mark Fajardin



Tim Haworth standing under the Red Baron.

## Adventures

By Lynn Hunt

In 1995 the United States, along with many other countries, celebrated the fiftieth anniversary of the cessation of hostilities in the Pacific and the end of WWII. Our United States Navy decided to have their own little party, a week-long celebration master-minded by CNC Pacific Admiral Rocky Spane and his staff, centered around Pearl Harbor on the Hawaiian island of Oahu. To ensure that Naval Aviation was duly represented they designated the nuclear aircraft carrier USS *Carl Vinson* to transport a contingent of civilian-owned WWII-era warbirds from California to Hawaii. One of the aircraft selected was a Grumman Albatross. I was lucky enough to be one of the pilots.

The trip over would involve the relocation of all civilian aircraft to Alameda Naval Air Station where the aircraft would be towed to one of the adjacent docks and then craned aboard the carrier. The trip over would take 10 days with six of those dedicated to Air Ops both off the California coast and in Hawaiian waters. All civilian personnel were offered the choice of flying over as a guest of the Navy or riding on the *Carl Vinson*. I chose the latter.

The trip over was a chance to experience Navy life aboard a nuclear carrier and to get to know this magnificent machine inside and out. I'll save those stories for another time. Once arriving in Hawaii we were allowed to deck-launch off the *Vinson*, a task that we had been trained for and even practiced. Soon we all had relocated at NAS Barbers Point from where we operated for an entire week as we flew in various demonstrations for the Navy and were encouraged to fly locally as time permitted. On the last day of our stay we were directed to relocate the aircraft to Ford Island where they would be lifted aboard a barge to be transported to the carrier and loaded aboard for the return trip. It was this event for which this story was written.

It was a very quiet late afternoon on Oahu as we entered a left downwind at Ford Island. There was no other traffic in the air and even Pearl was devoid of any ship traffic, large or small. The landing gear of the Albatross came down as we completed our landing checklist and as I turned a left base I had the most magnificent view of Ford Island, the quays of Battleship Row, the Arizona Memorial, the seaplane base and a very empty Pearl Harbor. "Hmmm," I thought, "I wonder when the last Seaplane ..." Sometimes in life we are only given a moment to render what might be a very important decision. You either make a quick decision or the moment is lost forever. There is no time to perform a proper evaluation, no time for a risk-vs-reward analysis. It can only be a gut call, and my gut was calling. I swallowed hard, reached over and raised the landing gear. The short delay of my turn to final had me lined up with the waters of Pearl Harbor. By now my copilot had figured out the change in plan as a smile slowly appeared on his face. Sure, plausible deniability. He is totally innocent. OK, back to the moment. We touched down in Pearl in one of my better water landings and then back on the power. Let these people hear the howl of three thousand horsepower, the sound of freedom in America. We lifted off of Pearl being sure to salute the Arizona Memorial as we roared past, turned a left crosswind and a left downwind and were soon right back where we were a minute ago. This time we left the gear down and landed quietly on the Ford Island runway but now we both had a smile on our faces.

We never heard anything from the Navy regarding our touch-n-go on Pearl until a few months later when I had a chance to share a sandwich with then retired Admiral Rocky Spane. As we sat on top of the Albatross in Lake Berryessa reliving the entire trip experience he asked me if I actually shot a touch-n-go in Pearl, to which I replied in the affirmative. He responded, "Ya, I heard about that!"



View of Ford Island with Pearl Harbor on the right side.



Lynn Hunt with his Grumman Albatross aboard the USS *Carl Vinson*.

## Veterans and Oral History

By Gary Greenough

The Mission Statement of the Pacific Coast Air Museum includes the aim "To Honor Veterans."

Over the years, PCAM has honored veterans at open houses, static displays, air shows, videotaped interviews, and a Sonoma County Fallen sign for those 59 who did not come home alive. The Huey has been dedicated twice. Last year PCAM hosted an event for ERA Veterans, those who served during the Vietnam Years and never went 'over there' but served in various places around the world and Stateside. The attendees were thrilled to be remembered.

By an act of Congress in 2017, March 29 is designated Vietnam Veterans Day. It is a day of great significance to Vietnam Veterans, especially those who served in country. In the end, approximately 58,300 died in direct and supportive combat operations.

At press time local Vietnam Veterans planned to celebrate the date with a barbeque at the Santa Rosa Veterans Building.

### Veteran Interview with George L. Silva

By Oral History Team

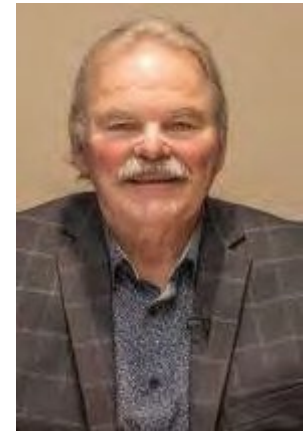
George L. Silva served as a Staff Sergeant in the US Air Force during the Vietnam War. A Santa Rosa native who grew up in Sebastopol, George graduated from Analy High School and attended Santa Rosa JC where he played as a defensive lineman on the football team.

He enlisted in the US Air Force in 1968 and served until 1971 in the Red Horse 554 Squadron (the USAF construction and civil engineering equivalent of the Navy Seabees and the Army Corps of Engineers). His main function was as a heavy equipment operator.

George's squadron served in Vietnam for one year, arriving at Cam Ranh Bay where he initially served and later finished his tour of duty. In between he deployed to Da Nang ("Rocket City") and later to Phu Cat. They traveled between bases via a truck convoy escorted by a "gun ship" (a truck armed with guns). They did much of their work under lights at night, including construction and runway repair tasks, occasionally making them a potential target of enemy rocket attacks.

Years after George left the USAF, he bumped into an old school friend, who was shocked to see he was still alive. His friend had read an article in the *Press Democrat* reporting the death of George L Silva among 100 other local veterans. Later when George visited the Vietnam Wall, he found the name George L Silva printed on the wall. He later learned that another veteran from Lake County with the same name was the person who had been killed. He thanked the other George for giving his life for our country. PCAM thanks the Santa Rosa George for his service.

We're glad that he was not the person who was the unfortunate casualty of war and was able to share his story with the Library of Congress Veteran History Project.



### Korean War Era Open Cockpit Event

By Oral History Team

Saturday, March 18, was a fun and eventful day for over 40 visitors to PCAM's Korean War Era Open Cockpit event. In spite of less than ideal weather, many adults and children enjoyed the experiences of either looking into the RF-86F Sabre cockpit or climbing into the pilot's seat of the A-26 Invader. Dana Hunt enhanced the experience by opening up the Lockheed JetStar and allowing people to climb aboard. Visitors came to the museum from as far away as Ireland to share in the joy of viewing PCAM's large collection of diverse aircraft.



Young and "older" alike had fun sitting in the pilot's seat of the A-26 and watching the ailerons and elevators move as they manipulated the yoke, while Michael Elliott-Jones described the years of restoration work done to the aircraft. Of particular note was all of the knobs and other replica components fabricated by Rick Elwood to replace everything that was missing when the A-26 was acquired.





## Korean War Era Open Cockpit Event (continued)



Chris Brown entertains a budding future pilot.



The whole family (and friends) got into the act.



Dana Hunt welcomes two of the many guests looking to experience the JetStar similar to the one that Elvis Presley owned.



While guests waited their turn in line, Andy Werback gave them a preview of what to expect.



A well-deserved break after a long day of bringing happiness to many visitors.  
(left to right: Chris Brown, Dana Hunt, Lynn Hunt, Gary Greenough)

## Education and Youth News

By Charley Taylor

PCAM's 2023 Education programs began with a very successful Aviation Merit Badge class on Sat., Jan. 21. Twelve scouts from as close as Windsor and as far as Folsom attended the nearly three-hour classroom session, toured the Albatross, the Lockheed JetStar and the HUEY staffed by our knowledgeable docents: Tony Rambogna, Robert Swann, Bob Stratos and Mary Lavezzoli. PCAM pilots Steve Hogle, Kevin Quirk, John Robinson and Art Hayssen provided the much-anticipated flights over Sonoma County. After weeks of rain, the extreme CAVU (ceiling and visibility unlimited) weather produced extended backups for takeoffs and runway crossing at STS as many local pilots took advantage of a perfect day for flying.

On March 11, PCAM, Sonoma Jet Center, and Precision Crane Service transported the HUEY and the Blue Angel F-4 Cockpit to the Sonoma County Fairgrounds. They took part in the North Bay Science Discovery Day featuring businesses and organizations that utilize Science, Technology, Engineering and Math (STEM). Several hundred kids and their parents lined up to touch our aircraft and to hear docents talk about the planes and about STEM in aviation.



**Saturday, March 11, 2023**  
10:00 a.m. to 4:00 p.m.  
Sonoma County Fairgrounds  
**FREE Admission | FREE Parking**



Spark children's wonder and curiosity for science, technology, engineering, and math!  
[www.northbayscience.org](http://www.northbayscience.org)





In addition, on March 11, Art Hayssen conducted the largest ever Principals of Flight class for 40 middle-school students from American River College's Educational Talent Search (ETS). Attendees utilized PCAM's state-of-the-art classroom prior to touring Sonoma State University and the North Bay Science Discovery Day. Many thanks go to Janet Doto, David Kinzie and Karina Tinoco-Martinez, Outreach Specialist from ETS, for ensuring those students experienced a full day of STEM.



Hangar 2 set up as classroom.



Steve Hogle with the scouts.

PCAM plans to be very involved in educational programs this summer. On Sat., May 20, we will host the year's second Aviation Merit Badge class. On June 12, PCAM kicks off a week-long Aviation Academy for 5<sup>th</sup> through 9<sup>th</sup> grade students that features Art Hayssen conducting daily classes. The curriculum includes: Introduction to the World of Aviation; Physics of Flight; Aircraft Systems; Aircraft Performance Calculations; and Aviation Human Physiology. Each day will also include docent-led tours of our collection of historic aircraft.

Also, in June, on dates to be announced, Sonoma Jet Center and PCAM will host a two-day visit by high school bound ninth graders enrolled in the Santa Rosa Metro Chamber's Mike Hauser Academy. Featuring STEM careers, the dozen or so students will learn about employment and education opportunities in aviation while in classroom settings, fixed base operations (SJC) and hands-on tours of aircraft as well as experience using riveting equipment on aircraft aluminum taught by Kevin Quirk.

## Upcoming Events

### It's Hot Dog Thursday Time!

Back by popular command April 6 will kick off the 2023 Hot Dog Thursday season for the Pacific Coast Air Museum.

Through and through this has been a team effort with many changes and adjustments, and this year is no different. A few years ago we moved from the patio to the Butler Hangar.

We all knew the Butler Hangar would need work someday. That day has arrived. Yes, it's time for the Butler Hangar to receive the anticipated much-needed work, and the Hot Dog Thursday crew will be adjusting our venue as needed.

Not quite sure what adjustments will need to be made, but we do know that the cost of the famous hot dog lunch will adjust to \$8 and double dogs will remain at \$10.

This is a fun and profitable event for the museum. Throughout the years this has grown from a small airport event to a much larger event. At times we've had up to 600 people for our hot dog lunch.

We are having a volunteer meeting at the end of March. If you want to volunteer for Hot Dog Thursday, call Paul Heck at 707/479-4479 or email [paulh@sonic.net](mailto:paulh@sonic.net).



**HOT DOG THURSDAY**



PACIFIC COAST AIR MUSEUM

**On the FIRST Thursday of the Month**  
APRIL 6, MAY 4, JUNE 1, JULY 6, AUG 3, SEPT 7, OCT 5

**Hot Dog!**



Hot Dog or Polish Dog with buns from Costeaux  
Chips and Soda  
all for **\$8.00** or Double Dogs for **\$10.00**

Condiments for the dog are free  
Ice cream available at additional cost.

**11:30 am to 1:30 pm**  
Mark your Calendar

Join us in our Historic Butler Aircraft Hangar  
**PACIFIC COAST AIR MUSEUM**  
One Air Museum Way, off Becker Boulevard  
Santa Rosa, CA



## Open Cockpit Saturdays

By Sarah Kerkhof

We've changed up our Open Cockpits this year to allow for less strain on our volunteers and the opportunity to open up more aircraft. After this year's rainy season comes to an end, it will be great to air out some cockpits. Going forward, our Open Cockpit Weekends will now become Open Cockpit Saturdays. Over the years we have noticed that more people usually show up on Saturday rather than Sunday, so it made sense to condense it down to one day to allow our volunteers to get more of a break, especially in the summertime. Not every month will have an Open Cockpit Saturday. April is one such month.

Due to the Easter weekend, we have historically had a hard time getting people to come out for, undoubtedly, our most popular Open Cockpit of the year, Top Gun Weekend. We have now moved this to May and are expecting a good turnout. The aircraft featured for May will be the F-14, F/A-18, F-5E, F-16, and A-4. We do encourage other crews to open up their aircraft to add to the fun. We will also be showing both "Top Gun" and "Top Gun: Maverick" in Hangar 2 during the day. It should be a great event.



In June, we will feature the Air Force. These aircraft include the F-15, F-105, F-106, T-33, T-37, T-38, and the F-86H. We realize not every aircraft will be available, but we hope to open up as many as we can. The public deserves to see these aircraft in all their glory and it's a good way to help us keep our eye on the prize and continue restoring these beauties to their fullest potential.

**April:** *No Open Cockpit*

**May 20:** Top Gun :A-4, F-5, F-14, F-16, F-18. Also showing "Top Gun" and "Top Gun: Maverick" in Hangar 2

**June 17:** Air Force: F-15, F-105, F-106, T-33, T-37, T-38, F-86H

**July 15:** Vietnam: A-4, A-6, A-7, C-1, EA-6, F-4, F-105, RF-8 cockpit, UH-1. UH-34

**August 19:** Open House: All available aircraft open

**September 16:** *Car Show No open cockpit*

**October 21:** Round Motors: A-26, DC-6, IL, S-2, T-28, Albatross

**November:** *No open cockpit*

**December:** *Santa Fly-In (?) No open cockpit*

## Dates to Remember

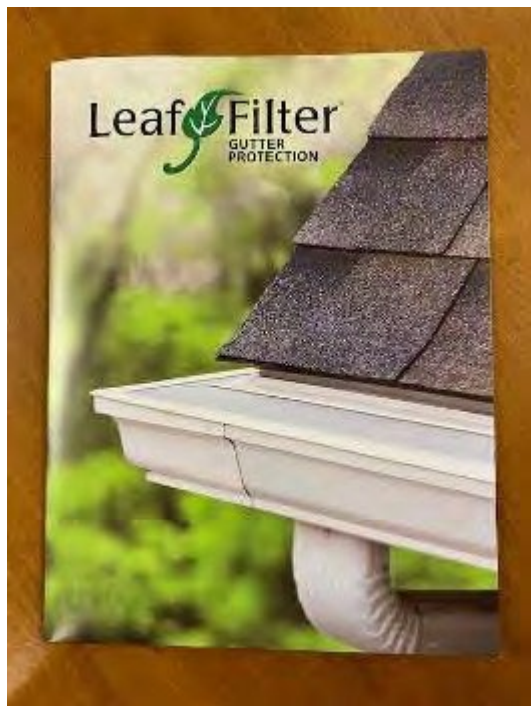
### Member Meetings

April 19, 2023  
May 17, 2023  
June 21, 2023

*Hangar 2 Third Wednesday of the month 7:00 p.m. - 9:00 p.m.* Entrance is near the old Dragonfly building. The first portion of the meeting is informational. Get the scoop on the latest happenings at the museum. Catch up with fellow members during the break, followed by a guest speaker presentation.

**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 Doug Clay, PCAM Development Chair, 925-997-2774 or dougclay@gmail.com.



## Pacific Coast Air Museum

### Location

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

### Directions

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

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

### Open Cockpit Saturdays

One or more aircraft are open for close examination on the third Saturday of each month (weather permitting) and you can climb aboard some of them! For more info, phone 707-575-7900 or visit [www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org).

### Member Meetings

Third Wednesday of each month, 7:00 p.m. at Hangar 2 on museum property.

### "Straight Scoop" Newsletter

The PCAM newsletter, "Straight Scoop," is published quarterly and is available online on the museum's web site. Members are encouraged to submit articles for possible publication. Deadline for article submission is the 10<sup>th</sup> 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 Dave Carlson at [pcamnewsletter@gmail.com](mailto:pcamnewsletter@gmail.com) or 707-575-7900.

Be sure to advise the museum of any updates to your contact information by calling 707-575-7900 or email [admin@pacificcoastairmuseum.org](mailto:admin@pacificcoastairmuseum.org)

**Membership Renewals** Send renewals to Pacific Coast Air Museum, One Air Museum Way, Santa Rosa, CA 95403

\$50	Individual	\$250	Silver
\$100	Family	\$500	Gold
\$40	Seniors, Teachers, Students	\$750	Platinum
\$25	Veterans and Active Duty Military	\$1,000	Lifetime

The Pacific Coast Air Museum hosts many family-friendly and child-friendly events all year 'round. We host monthly member meetings, monthly Hot Dog Thursday lunches from April through October, and special events like car shows, guest lecturers and more!

Most events focus upon aviation and our collection of over 35 historic aircraft including military jets, helicopters, and other classic airplanes.

Members are encouraged to 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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