



### President's Message

In one of my last messages as president, let me say that it's been a privilege serving as your Master and Commander on this voyage full of new beginnings for PCAM. The past couple of months have seen records broken in attendance and donations. Hot Dog Thursday broke the 800 mark for attendance in August, and the Wheels & Wings Car Show built on the success of last year. Open Cockpits grew in numbers resulting in a very successful Open House, the first since the late 90s. Construction projects march forward with building permits for the Dragonfly Building (new gift shop), and the Butler Hangar continues to move forward with development. We have selected an architect to help move things into the next phase. We are preparing for the arrival of the 12,000-lb A-6 Intruder Tribute monument that will be proudly displayed near the Dragonfly building. As the sun sets on my term as your president, I cannot express in words how thankful I am for the volunteers of this museum, for without your help, we would not be where we are today. This is not goodbye. I'll still be around the grounds, working on projects and aircraft until such time that the board calls me back.

Chris Brown, President

### Thank You, Dave Carlson

By Kathie Morgan

Covid 19 shut it down. For many years Straight Scoop, PCAM's newsletter, had kept members and officers in touch with each other, but the deadly virus that killed millions and closed businesses around the world shut down our valuable journal and it seemed unable to get back on its feet. Most of us thought it was doomed.

One man had faith that it could be resurrected. And he acted on that faith. Our hero Dave Carlson volunteered to take charge. First he recruited a team: Prisca Waltenspiel who agreed to handle the formatting and Kathie Morgan (me) assigned to write the occasional article and proofread everything that came our way.

We would have regular reports from the PCAM president, the Straight Scoop editor, and the heads of the various departments. We would report member news and announce upcoming events. We would keep our ears to the ground and our shoulders to the wheel. And we did, and it worked.

But after two years, health issues have interfered with Carlson's ability to soldier on. Dana Hunt, who was already acting as liaison between the Board and the Straight Scoop, has volunteered to replace Carlson as editor.

We thank Dave Carlson for his vision to breathe life into the Straight Scoop. If you run into him – at a member meeting, Hot Dog Thursday, or elsewhere – please shake his hand and thank him too.

"I want to thank David Carlson for stepping up and taking on this monumental task called the Newsletter. Ever since we lost Dana Johnson, there was a definite void that needed filling and David went for it," says President Chris Brown. "Thank you for keeping it interesting with articles on all things aviation. Your deep dives into the inner workings of engines were great reads. We will try to carry on what you resurrected."

Do you have a nose for news? Please consider joining the Straight Scoop team. We're saving a place for you.

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### 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."

## Elections

by Chris Brown

It's that time of the year that we hold our elections for three director seats on the board. PCAM members can nominate themselves or others to serve on the board of directors any time between now and the October 18 general meeting. Each nominee must accept the nomination before his or her name will be placed on the ballot. Just a reminder that ballots are no longer mailed. They will be emailed and will be counted only with an emailed reply. Candidates that run for the board have to create a 100-word essay describing themselves and send it to the PCAM office or to a board member.

Ballots will be emailed shortly after the October general meeting, and all votes must be received no later than 5:30 pm on November 15. At our general meeting the two top vote-getters will be announced and at the December board meeting those two newly appointed directors will take part in voting for the third director and will assign officer positions. Directors serve a three-year term and are limited to two consecutive terms. These terms begin on Jan. 1 and end on Dec. 31, three years later.

## Wheels & Wings 2023: A Great Improvement

by Chris Brown

Before the sun popped its head over the horizon on a very early Saturday morning, a group of very groggy individuals slowly made their way out to the airport to place various signs around the premises, directing traffic to the correct entrances. The cars began arriving just before sunrise. The aircraft were still being tugged into position. The Wheels & Wings Car Show was about to begin. With favorable weather conditions, the cars filed in at a breakneck pace, much faster than in previous years. The volunteers expertly guided them around the aircraft to park them. Before you knew it, PCAM was swamped by over 1,500 people checking out the fleet and the 173 classic and unique cars that showed up. Raffle prizes were handed out throughout the day with two lucky winners earning a ride in a P-51 Mustang.

Hangar 2 enjoyed a steady flow of traffic with many surprised to see such an extensive exhibit room. Photographers could be found at all ends of the car show with many models delightfully posing next to any and all displays. We increased the number of warbirds and to the excitement of everybody, two P-51s took to the skies, a reminder of the amazing sound that comes from a Merlin engine. Many people commented that the flight was the highlight of their day.

Everything was reported to run smoothly. Head injuries were not a factor. We had a nice mixture of winners with one gentleman winning 2nd place for the third year in a row. When all was said and done, people remarked how much we improved from last year and how they couldn't wait to come back next year. In the minds of many participants who have attended other car shows throughout the year, our registration and check-in process was the best they have ever seen. We got a lot of compliments about the layout and variety of cars and aircraft. Some had never gotten that close to a warbird before. Truly, this is the most unique car show in Sonoma County.

At the current count, while the numbers are still coming in, we have grossed over \$20,000, a definite increase since last year. Wheels & Wings is now outperforming the air show we used to do. Thank you to all the volunteers who helped us put this on. We look forward to next year!







Photos courtesy of John Nelson



## Hot Dog Thursday

Breaking the All-Time Record!

by Dana Hunt

Remember the early days when we were happy just to get a count of 200 people at our modest little Hot Dog Thursday? We needed only about six pop-ups to provide shade for those who came to enjoy the feast. Times sure have changed since we moved the operation into the Butler Hangar. Since then, the numbers have steadily increased. Just last year we approached the 700 mark in July. We thought that was the most we could handle and the fear of any more people began to grow. A mere one year later we surpassed that mark, serving around 740 hot dogs. The line stretched all the way down to the end of the fence. People were excited to be here, as it felt like a special event. We even had some veterans in the audience who received a special shout-out with a standing ovation that followed. The number of guest aircraft that want to attend has already tipped the scales, forcing me to schedule them each month. They love being a part of the whole atmosphere. Our sponsors continue to increase with each booth providing a different business to the public. We thought July was the peak...

...then August showed up. With the kids still out of school we knew there was a possibility of another large crowd, but we were stunned to see that they kept coming in. One by one they lined up, smiles on their faces, eager to gorge their faces on a hot dog lunch. We had an amazing variety of guest aircraft and cars show up for this one so there was lots to look at while standing in line. When all was said and done, 824 hotdogs had been sold. The credit goes to the HDT Team who handled it like professionals. Walking around and talking with some of the patrons yielded great compliments and the promise to return. There were even some who were here for the first time. We made quite the impression. In the end, we survived the onslaught and took the victory like champions. With the aid of social media and plenty of air time on the radio, we rocked this season!

Thankfully, September was not as busy, giving the volunteers some relief. The biggest mystery to unfold was a missing cooler of hot dogs that vanished into thin air only to return a couple of hours later. Thus, we "ran out" of beef hot dogs in roughly an hour causing a little chaos. The Polish hot dogs were able to satisfy the remainder of the people who showed up, giving us a cool 644 hot dogs sold. The oopsy brought laughter in the end and, believe me, we will not be making that mistake again. Many thanks to the volunteers, to our sponsors, and to the warbird owners who allow us to display their aircraft on these fun-filled Thursdays!





Mary Kornova was a "Rosie" who worked as a riveter at the Bethpage, Long Island Grumman aircraft factory during WWII.

Ted Moneymaker served in the Infantry in Papua New Guinea and on Leyte during WWII. Both are 99 years young. Dana Hunt introduced the pair to the appreciative crowd who acknowledged them with resounding applause.

## Veteran Birthdays Celebrated at July HDT

At the age of 105, Mike Lownes is now the most senior veteran in Sonoma County. Still spry for his age, Mike thoroughly enjoys PCAM's hot dogs and has attended nearly every HDT luncheon for several years. Therefore, it was PCAM's honor to thank him for his loyalty and for his service to our country during WWII by celebrating his milestone birthday.

Joining Mike in having their birthdays acknowledged were 99-year-old WWII veteran Ted Moneymaker, also a PCAM regular, and 88-year-old Korean War veteran Rod Hedgepeth, a newcomer. Ted served in the Pacific Theater, fighting in the battles of Papua New Guinea and Leyte, and earned a Purple Heart for injuries sustained. Rod loaded and disposed of bombs and other munitions during the Korean War.



Mike with his cake



Ted and Mike



Mike and Rod

## Member Meetings

### General Meeting Round-up: July to September

by Dana Hunt

General Member meetings have been surging along quite well with good attendance overall. Speakers have been hard to come by resulting in some clever ways to entertain the crowd. In July we had a wonderful talk from Mike Bassignani about the controversial beginnings of aviation. While some lay claim to being the first into the air, there always seems to be an asterisk beside the claim. A good look at the evidence Mike put forth proved that, yes, the Wright Brothers did it first. We were then on to the special oddities of the skies. Most early attempts at what an aircraft should look like met with disastrous results.

In August, we were treated to a mini presentation from Doug Clay about his father's time flying the F-102 Delta Dagger. Doug provided some excellent photos of the era and then it was on to a special documentary of the Century Fighters done by the Wings Over the Rockies Air and Space Museum. You can find it on YouTube!

September brought a scramble to create a presentation as the Car Show took most of my free time during the month. What followed was an overview of the Reno Air Races, the history of air racing, and where it might go from here. Reno had just ended its final year of air racing, albeit in a tragic fashion, so it was the big topic at the time.

With only two months left in the year for guest speakers, I hope to close out with some more good ones. This task gets more difficult going forward and any leads are appreciated.



## Acquisitions

### F-106 Grant

By Kathie Morgan

Pacific Coast Air Museum has been awarded \$2000 to make improvements to our F-106. Crew Chief Jim Mattison, a member of the F-106 Association, announced the award at the July membership meeting. Mattison had submitted the grant proposal in June without knowing the amount to be awarded, giving a concise but detailed account of the project's scope and estimating project completion time as one year or less. The bonus cash will help to fund the PCAM team's vision to repaint the aircraft to depict the aircraft flown by Major Joe Rogers for the speed record flight made in December 1959, a record that still stands today.

When finished, the aircraft will serve as an homage to Colonel Rogers and the test pilots that advanced the course of aviation development. Of special note is the history of 590086, as the first decade of its service was with AF Systems Command and Air Force Flight Test Center. An international orange and grey livery would be appropriate. This plane, 590086, is the only F-106 aircraft fitted with MLS antennae, purportedly to test for Space Shuttle use. PCAM's F-106 is not fitted with either pylons or tanks, to more closely emulate the speed record aircraft. Tail number 590086 will be retained.

The nose gear door will bear markings to honor 48th pilots Gen. Jimmy Jumper, Col. Joe Rogers, and former PCAM Director Col. David Pinsky.



## **Member Stories**

### **Hangar 2 Wows At Wheels & Wings**

by Gary Greenough

People say amazing things when Hangar 2 is open. During the Open House in August, many people came in, saw the displays, and were simply amazed, surprised, and glad that it was open. During the recent car show, Hangar 2 opened at 7:15. People started to come in at 7:30 a.m. and continued all day with dozens of people inside at times.

As I sat by the door and welcomed people into the display area and answered questions, I heard many comments often repeated, such as "I never knew this was here," "I always wondered what was inside," and "I always wondered what the old airfields looked like."

The most popular attractions were the Naval Air Center, the Santa Rosa Army Airfield, the aircraft engines, and the displays on the walls, in that order. When people first walked through the door, it was common for them to stop and just stand there in amazement. The WOW Factor is very evident with all who enter for the first time.

We PCAM members, aviators, ground/maintenance crews, docents, plane captains, tour guides, office and gift shop staff, and historians may take the aircraft and the items in Hangar 2 for granted. After all, we all work here at some level. From what I have seen and heard, the public are quite taken by those things they have never seen or even imagined. We tip our hat to Chris Brown and all those who went through the tons of material stored in various places that they selected items of such interest to the public. They hit a grand slam.

That the Butler Hangar is being revamped is a credit to those far-sighted people and to our major donor who envisioned the old hangar as not only a movie queen but a first-class display area. It is a top attraction to visit in Sonoma County. That PCAM was one of the first non-profits to be up and running after the COVID shutdown in 2020 is a reflection of the dedication of its members.

I am honored to be a part of this museum. Every Sunday while working the field, I meet local residents who have never been out here and are amazed at the collection of aircraft and surprised at the stories and the history of the airport and PCAM.

The future looks very bright for the Pacific Coast Air Museum. From a small museum with one A-26 to a field full of aircraft and an incredible display hangar, with the Butler renovation on the horizon, it is becoming a world class museum. For all those who started the museum in 1989, to all those currently active members who continue the tradition of excellence in whatever capacity, we say BRAVO ZULU, WELL DONE!

Gary Greenough  
BoD/PIO/docent  
beginning 1993

## **Veterans and Oral History**

### **Why We Interview America's Veterans**

By Nancy Heilesen Sandborn

Four of us make up the Pacific Coast Air Museum's Oral History Team. We interview veterans for the Library of Congress Veterans History Project. None of us are veterans. None of us are married to veterans or currently serving members of the Armed Forces. We are all volunteers. All of us are passionate about recording the stories of America's military personnel. Why are veteran's stories important to us? Why are veteran's stories important to Congress, to America?

Probably the greatest challenge to America until today was the attempt in the 20<sup>th</sup> century by the Axis Powers' dictators to dominate the world under Hitler, Mussolini and Tojo. Most today do not deny that America's response to Pearl Harbor mounted the greatest effort, people power and sacrifice ever extracted from this country. Everyone's energy was directed towards the war effort. War always extracts a price from its participants, willing and unwilling.

It is hard for civilians to understand the price that combat veterans pay in serving our country. We train young people to be kind, compassionate, help others, "do unto others as you would have them do unto you." But when our youth are sent to war, that teaching is up-ended. They are now trained to be a cohesive fighting machine, to kill or be killed. Then, upon their return to civilian life, warriors are expected to pick up their childhood training and live that way again. This is nearly impossible. Society is now learning after finally identifying shell shock, battle fatigue, flashbacks, PTSD and suicides, that warriors do not return unaffected. They cannot be expected to reenter American life and pick up where they left off.

### **Why We Interview America's Veterans** (continued)

After hearing the military experiences of over 150 American veterans, mostly WWII and Korean War, our team of interviewers has an insight into that experience probably beyond that of most civilians. Therefore, we think it is important for America to know her warriors' experiences. Do we record the events they experienced for history? Yes. Do we do this to honor their service? Yes. Do we record their stories to acknowledge the cost to their personal well-being? Yes. We do this for all the above reasons, but more. By hearing firsthand a veteran's experiences, whether through diaries, letters, phone calls, emails, audio or film recordings, it's possible in some small degree to "feel" what they went through. By feeling, we can be moved to work in whatever ways we can – personally and corporately – to prevent more generations from experiencing war.

It does not matter whether one "agreed" with the war or military police action to honor a veteran. We honor veterans because of the trauma they experienced, the sacrifice they made of having a normal life, and the toll to their physical and emotional health. Anyone returning from war deserves to be respected for what they went through. Period.

Our goal in interviewing veterans is so that America can appreciate her veterans. Every WWII veteran interview (there are none left on our docket to do) only created increasing respect for that generation of warriors from our team. Our team has moved on, now, to Korean War, Cold War and Vietnam War veteran interviews hoping to capture their stories for America before they are lost.

The public can view the thousands of completed filmed interviews of veterans from across the country online at Library of Congress Veterans History Project. While many suffer from the effects of their military experience, a few veterans have put pen to paper and given us a better understanding of the experience of war. I recommend you look at their works if you want to truly understand veterans. "With the Old Breed" by Eugene Sledge, WWII Marine in the Pacific Theater; "What It Is Like to Go to War" by Karl Marlantes, Vietnam War Marine; and "American Daughter Gone to War" by Winnie Smith, Vietnam War, Army nurse in country, are a few raw recountings of what war does to its participants.

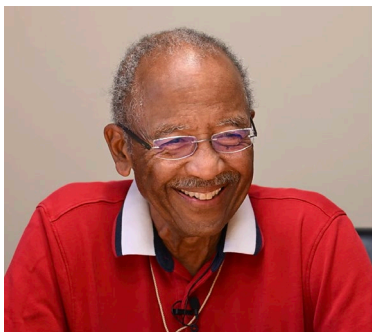
Ultimately, the reason our team interviews America's veterans was summed up by one of our team members in a recent conversation. I paraphrase, "I hope that what we do, that people watching these interviews, will somehow help make the world a more peaceful place."

Honor a veteran. A good way to do that is to attend the November 11 Veterans Day Parade in Petaluma. It's the largest in Northern California, starting at 1 pm at Walnut Park. ([petalumaveteransparade.com](http://petalumaveteransparade.com))

If you would like to further help to honor America's veterans, consider becoming part of PCAM's Oral History Team. We encourage anyone interested in video-taping our interviews, becoming an interviewer, or giving general help with the process to contact our team leader, John Nelson at [jsnelson1@comcast.net](mailto:jsnelson1@comcast.net). We will teach you anything you need to know. You will be party to some incredible stories. We are currently interviewing Vietnam Era veterans.

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### **Kenneth Anderson, US Navy, Vietnam ERA**



On September 13th, the Oral History Team had the pleasure of interviewing US Navy veteran Kenneth Anderson. Kenneth grew up in Memphis, TN at a time when prejudice and racism was widespread. However, he didn't allow that to impede his goals of serving in the military and going to college. Since he always liked boats, the Navy was a natural choice for him.

Kenneth attended Basic Training and radio school in San Diego, CA and then submarine school in New London, CT. His first "ship" was the submarine the USS *Archerfish*, AGSS-311, a Balao class diesel submarine. The *Archerfish* earned fame during WWII for sinking the Japanese aircraft carrier *Shinano*, the largest warship ever sunk by a submarine. It was recommissioned in later years to conduct "sea scans" in the Pacific. Kenneth had a top secret clearance and served as a radio operator and cryptographer. Being the only Black crew member on the *Archerfish* at the time, he "wasn't welcome" by the crew. To survive he "gave as he got,"

refusing to allow the captain to fight his battles for him. During this time, he was awarded his first set of Dolphins, a submarine qualification insignia noting proficiency in engineering and operational details of every basic system and all equipment aboard the submarine.



### **Kenneth Anderson, US Navy, Vietnam ERA**

(continued)

After a brief stint onshore in Hawaii, he was reassigned to the nuclear submarine the USS *Sargo*, SSN-583. He quickly earned qualifications on the *Sargo*. They conducted many patrols in hostile waters, conducting secret missions. When time permitted he ran a newspaper, which proved to be very popular and entertaining for the rest of the crew. While serving on the *Sargo*, Kenneth and the crew received the Naval Unit Commendation and the National Defense Service Medal.

A murder in Tuskegee, AL motivated Kenneth to leave the service and focus on civil rights activities intended to improve the lives of people of color. He also entered college where he earned two degrees in architecture at Tuskegee University. From there he went to work at Skidmore, Owings, and Merrill, an architecture and engineering firm in San Francisco and later (for decades) with Bechtel Engineering, with a brief interlude as the Assistant Director of Housing Authority in Passaic, NJ. He retired to Santa Rosa a few years ago.

The Oral History Team was humbled and captivated by Kenneth's challenges and stories and continued their discussion long after John's video camera stopped rolling.

A regular at the Hot Dog Thursday luncheons, Kenneth is well known and respected by many other veterans, volunteers, and guests of PCAM. We are grateful for his support of PCAM events and activities, and were honored to have the opportunity to hear an aspect of military history not observed in any of the other 200 plus interviews previously conducted.

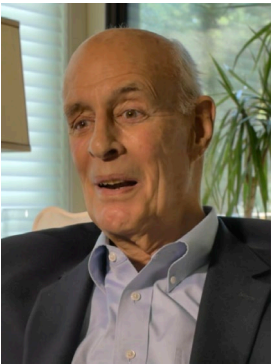
Thank you, Kenneth, for your service to our nation, and for breaking ground for other veterans of color to succeed in their military aspirations.

### **General Howell Estes III**

On July 26th, the Oral History Team and Dana Hunt, who did the videotaping, were treated to over two hours of a riveting account of the extremely impressive military career of General Howell Estes III for the Library of Congress Veteran History Project. Howell had previously served as a guest speaker at PCAM's monthly members' meeting where he discussed his role in the development and deployment of the F-117 Nighthawk Stealth attack aircraft.

Howell is the son of Howell Estes Jr, also a four star General. His entire youth was spent around airplanes on military bases throughout the USA, and in many other countries. That gave him an excellent foundation for entering the Air Force Academy and making the US Air Force his career. Interestingly, none of Howell's offspring or nieces/nephews made the military their career in spite of his family's impressive military history.

One base he recalls when he was very young was in Wiesbaden, Germany after WWII. The city was in ruins with rubble everywhere except for an old German building where his father and General Curtis LeMay were headquartered.



Howell attended high school at the Manlius School, originally founded by his maternal grandfather and great-grandfather. Manlius was a "feeder school" for West Point, but Howell decided to attend the US Air Force Academy where he earned his Bachelor of Science degree in Military Science in 1965. He recalled that he always knew he wanted to be in the Air Force and fly fighters. He graduated from the Air Force Academy as a 2nd Lt and was sworn in by his father. Howell later earned a Master of Arts degree in Public Administration at Auburn University, and also attended the Air Command and Staff College, and the National War College which helped develop his leadership skills.

Howell began his flying career in the undergraduate pilot training program at Moody AFB, in Georgia. He moved on to MacDill AFB, Florida where he attended F-4 qualification training, and later moved to the 335th Tactical Fighter Squadron at Seymour Johnson AFB, North Carolina. The 335th was committed to NATO as a rapid reaction force.

During the Pueblo crisis, Howell was deployed with the 335th to Kunsan AFB in Korea for about 8 months. During that crisis, Howell was upgraded from F-4 "back seat" to "front seat". Later he joined a new squadron at Eglin AFB, FL that was sent to Korat Royal Thai AFB in Thailand from where he flew F-4 aircraft combat missions into Laos. For the 169 missions he flew, he was awarded 16 Air Medals, the Distinguished Flying Cross (DFC) and the Oak Leaf Cluster to the DFC.

After his time serving in the Vietnam War, he was transferred to Soesterberg Air Base in the Netherlands where he was an F-4E pilot and the Chief of Standardization and Evaluation for the 32nd Tactical Fighter Squadron. He then served at two West Germany Air Bases (Lindsey Air Station and Ramstein Air Base) before attending Air Command and Staff College at Maxwell Air Force Base in Alabama. This led to the first of four assignments in the Pentagon (in 1975) as an Air Operations Staff Officer at the US Air Force Headquarters Plans and Operations Europe-NATO Division. During that 3-1/2 year period he was promoted to Lt Colonel.



**General Howell Estes III**  
(continued)

From 1979 until 1982 he served at George Air Force Base, California, initially as Commander of the 20th Tactical Fighter Training Squadron, then Commander of the 35th Equipment Maintenance Squadron, and eventually because the Deputy Commander for Maintenance of the 35th Tactical Fighter Wing "to broaden" his career. He was promoted to Colonel during this period.

In late 1982 through mid 1983 he went back to school at the National War College at Fort Lesley J McNair in Washington DC which was attended by servicemen from all branches of the military and employees from many other government agencies. The collaborations he developed among the attendees proved to be invaluable throughout the rest of his career. This led to his second Pentagon Assignment as Deputy Assistant Director for Joint and National Security Council Matters through mid 1984.

From June of 1984 through January 1986 Howell commanded the 4450th Tactical Group at Nellis Air Force Base, Nevada where he was involved in bringing the F-117 Stealth Aircraft on line operationally. As he noted during his earlier PCAM talk, he holds challenge coin "174" which was also his "Bandit number". Because the program was so classified, the numbers started at 150, which means that Howell was the 25th person to fly an operational F-117. The actual flying of the aircraft took place at the Tonopah Test Range, a highly classified, restricted military installation.

Howell then moved to back to Europe (Mons, Belgium) where he served as the Special Assistant to the Chief of Staff, Supreme Headquarters Allied Powers. This was the period when Gorbachev's perestroika program was initiated. Howell served as a planner during this period, and reviewed documents that came out of US HQ at Stuttgart for the Supreme Allied Commander Europe (General Bernie Rogers), making sure the U.S. documents were compliant with NATO.

From Europe, Howell returned to the States where he was assigned as Commander of the 14th Air Division of the Strategic Air Command at Beale Air Force Base, California. During this period he was promoted to Brigadier General to run strategic reconnaissance, which included the SR71, U-2, KC-135Q. He had the opportunity to fly all three aircraft.

From mid 1988 until mid 1991 Howell served served as Assistant Deputy Chief of Staff for Plans and Programs, Deputy Chief for Plans and Resources, and finally Deputy Chief of Staff for Operations at Headquarters Strategic Air Command (SAC) at Offutt Air Force Base, Nebraska. The Gulf War came along and he was the planner for General Jack Chain who committed SAC forces to General Schwarzkopf during the Gulf War. It was the first time in history that these forces were not under the command of SAC. Howell was promoted to Major General during his time at SAC (Nov 1990).

For the next year Howell returns to the Pentagon for the third time serving as the Deputy Chief of Staff for Plans and Operations at Headquarters US Air Force, also filling in for the 3 star Operations Deputy.

At the end of that assignment Howell was promoted to Lieutenant General and was assigned as the Commander of the 7th Air Force, Pacific Air Forces and the Deputy Commander US Forces in Korea. Over the next 2 years he also served as Commander, Air Component Command, Republic of Korea and U.S. Combined Forces Command, and the Deputy Commander in Chief of the United Nations Command, Osan Air Base, Republic of Korea. During this time Howell had the opportunity to fly F-16 fighters. That was his last opportunity to fly in his Air Force career.

From October 1994 until August 1996 Howell served his fourth and final assignment at the Pentagon as the Director for Operations (J-3), the Joint Staff, Washington D.C. They prepared deployment orders worldwide for the Secretary of Defense. During that period the Secretary of Commerce Ron Brown was involved in a fatal "controlled flight into terrain" plane crash over Croatia, which was addressed by Howell on the C-SPAN. (link) <https://www.c-span.org/video/?71070-1/secretary-brown-plane-crash>

His final assignment was as the Commander-in-Chief, North American Aerospace Defense Command and the United States Space Command, and Commander of the Air Force Space Command, Peterson Air Force Base, Colorado. Concurrently he received his final promotion to General (4 star) in August 1996. This position was actually 3 jobs including overseeing the US Space Command, North American Aerospace Defense (NORAD) and the Air Force Space Command. This assignment culminated his many years of leadership experience.

Howell's illustrative career was accentuated by numerous awards including the Defense Distinguished Service Medal with oak leaf cluster, the Distinguished Service Medal, the Defense Superior Service Medal, the Legion of Merit, among others.

Since his retirement Howell has remained active, serving on the Board of Directors of several corporations providing his expertise to their benefit. However, he remains most proud of his extensive and noteworthy service to the United States.

Thank you Howell for sharing your story with the PCAM Oral History Team, and the people of the United States through the Library of Congress Veteran History Project.

## Elmo Fama

On July 16, Sonoma County lost another member of "The Greatest Generation," WWII B-17 waist gunner and radio operator Elmo Fama. Fama was born on Jan. 10, 1924, in San Francisco. When his father came to the United States from Sicily he worked for Thomas Edison. Elmo attended elementary and high school in San Francisco, and played trumpet in the San Francisco All City Band in his youth. He always loved the trumpet, and Harry James was his favorite musician. He also played the accordion.

When the US entered WWII, Fama was drafted into the US Army and attended Basic Training and Gunnery School in Monterey, CA. He was assigned to the Army Air Corps 8th Air Force, 379th Bomb Group, 526th Bomb Squadron, and was sent to radio school in Sioux Falls, SD, for further training. After radio school, he traveled to Texas where he was assigned to a 10-man B-17 crew headed for the European Theater. He traveled to Europe on the Queen Elizabeth, where he was tasked to man the "ack ack" gun on the ship for protection en route. They landed in Scotland and he took a train to England. His first assignment was on the B-17 "the Thundercloud."

Fama flew in 31 missions over Europe including two missions on D-Day. He later recounted that they flew their first bombing mission ahead of the invasion troops. When they returned to England, they turned around and flew a second bombing mission during the invasion. He reached the rank of a Technical Sergeant and earned an Air Medal and the Distinguished Flying Cross.

Over the years Elmo was teased about his "unusual" name until the "Tickle Me Elmo" doll was released. He fondly recalled that this doll gave unexpected popularity to his previously uncommon name. He was an avid fan of Big Band music and attended every Friday afternoon swing dance at the Finley Senior Center. Unfortunately, his love of dancing came to a sad ending when he contracted multiple sclerosis which eventually confined him to a wheel chair. He was also a frequent visitor to PCAM events and lunches. His last event was the June 2022 PCAM-organized lecture by triple ace pilot Brigadier General Clarence "Bud" Anderson. After several years of being housebound because of the Covid pandemic, Elmo peacefully passed away on July 16, according to his son Greg Fama.

For those lucky enough to have known Elmo, he was always a true gentleman and kind spirit. The Oral History Team was fortunate to capture his story on August 29, 2017.

This interview is permanently archived on the Library of Congress Veteran History Project website, and can be viewed by searching on Elmo's name. The team is also thankful to have worked with former US Capitol Police Chief Steven Sund to honor Elmo with a flag flown over the US Capitol Building on December 22, 2020.

Rest in peace Elmo, and thank you enriching our lives and for defending our country in support of the freedom we enjoy today.

Elmo sitting on the wing of his B-17



Elmo sitting at radio station in B-17, proudly wearing his original WWII flight jacket

## Joseph Lyle



On July 28, the Oral History Team interviewed Joseph (Joe) Lyle. Andy Werback served as the interviewer, providing an hour of interesting discussion about Lyle's career in the US Army as a Chief Warrant Officer 4 (CW4). Joe was born in Scranton, PA on July 5, 1945 and served in the military from 1969 until 1995.

Lyle's father served during WWII on an LST in the Pacific Theater that made the landings on Okinawa and Iwo Jima Islands. After he returned from the war, he joined the USAF in 1947.

After Officer Training School and pilot training, Lyle's father instructed in the T-6 Texan and later served as a USAF bush pilot in Alaska. He went on to fly the F-89 and F-101 with his final tour in Thailand as a HH-3 "Jolly Green" rescue pilot.

Lt Col Lyle had two tours in California, one at Hamilton AFB where his son Joe went to high school in nearby San Rafael. Then Joe's father was transferred to France where they lived on Laon Air Base (*where PCAM's A-26 was based during WWII*). Joe finished high school at Verdun High School in France, and then started college in Munich, Germany. In 1965 the family returned to California, where his father was stationed at Travis AFB.

In 1966 Joe enrolled at UC Davis and concurrently earned his private pilot's license at the Travis Aero Club, following in his father's footsteps as a pilot. He joined the Army in 1968 under the Army's "High School to Flight School" program with a delayed reporting date.

In January of 1969 he reported to the Army where he was assigned to Fort Polk, LA for basic training. Then he moved to Fort Walters, TX for primary flight training where he trained in helicopters. From there he went to Fort Rucker, AL, the home of Army Aviation, to complete advanced flight training, including practicing combat assaults in preparation for going to Vietnam. After graduation, he attended M-22 Missile School before deploying to Vietnam in February of 1970.

Assigned to the 1st Cavalry Division, Joe was sent to Lai Khe, where he served with A Company, 227th Assault Helicopter Battalion that flew combat missions in both Vietnam and Cambodia. His battalion flew Huey helicopters moving troops, performing command-and-control tasks, and conducting spray missions and combat assaults. In July 1970 he became an Aircraft Commander and then Flight Lead, leading combat assaults. Joe participated with the 1st Cavalry's invasion of Cambodia. After that he mostly flew assault missions in Vietnam, finishing his tour with a total of 1397 hours of combat time.

He returned to Savannah, GA and became a platform instructor teaching helicopter lessons to South Vietnamese at Hunter Army Air Field. From there he went to Cobra helicopter school preparing for his second tour in Vietnam when the Army informed him that the war in Vietnam was over. From there Joe was sent to Korea flying Cobra helicopters for the 2<sup>nd</sup> Infantry Division. After a year he returned to the States in March 1974 and ended up at Ft Lewis, WA, flying Cobras and Hueys for the 9<sup>th</sup> Infantry Division. While in Tacoma he met Barbara Wolf and they married in January 1978. They were promptly sent to Germany where he served in an attack helicopter battalion with the 1<sup>st</sup> Armored Division. He returned to the States in November 1980 where he served as the Airfield Safety Officer for Tipton AAF at Fort Meade, MD flying with the 1st Army Flight Detachment. At this point in his career, Joe transitioned from helicopters to airplanes. He was selected for Navy Test Pilot School at Naval Air Station Patuxent River, MD where he spent a year before moving to Edwards Air Force Base Army flight test facility. He spent five years at Edwards flying several different aircraft. From there he was reassigned to the Land Southeast Flight Detachment in Izmir, Turkey, flying both Hueys and airplanes. He returned to the States in July 1993 to Fort Eustis, VA working for the Aviation Applied Technology Directorate where he retired in April 1995.

Following retirement from the Army, Joe and his family moved to Ridgecrest, CA where he worked for the US Navy supporting Marine Attack Aviation AH-1 and AV-8B aircraft as a flight test and systems engineer. He eventually relocated to Santa Rosa to be near his son, and where he now serves as a PCAM volunteer.

Throughout his service, Joe was qualified in and/or flew every Army helicopter and several airplanes. The list of helicopters and airplanes includes the Bell AH-1 Cobra, Bell Iroquois, Sikorsky Super Stallion heavy lift helicopter, Sikorsky UH-60 Black Hawk, Bell OH-58D Kiowa Warrior, Hughes OH-6 Cayuse, Boeing Vertol CH-46E Sea Knight, Beechcraft T-34 Mentor, North American T-6 Texan, North American T-28B Trojan, Lockheed T-33 Shooting Star, Cessna T-37 Tweet, and the Northrop T-38 Talon.

Among Joe's extensive list of decorations and medals are the Defense Meritorious Service Medal, the Air Medal, the Army Commendation Medal, the Legion of Merit, the National Defense Service Medal, the Vietnam Service Medal with 3 Bronze Service Stars, and the Master Army Aviator Badge.

Thank you, Joe, for your lengthy and most impressive service to our nation, and for sharing your story with PCAM.



**Kathleen "Kate" O'Hare-Palmer, Vietnam Veteran**

The Oral History Team was honored to interview Kathleen (Kate) O'Hare-Palmer in June of 2023. Kate served as a First Lieutenant in US Army 44th Medical Brigade, 2nd Surgical Hospital, 312th Education Hospital in Chu Lai and Lai Khe Vietnam. She obtained her nursing diploma at Los Angeles County Hospital in 1967 and worked as a nurse while attending college.



In September of 1967 she was commissioned in the US Army as an operating and emergency room nurse. She and her roommate departed for Vietnam from Travis AFB, and were the only women on the flight. They arrived at Tan Son Shut Airbase and were bussed to Long Binh where she was given the option to be stationed at a hospital either by the beach or in the mountains. Because she was born and raised on the West Coast (Long Beach, CA) she quickly selected Chu Lai. The surgical hospital at Chu Lai supported the 1st Cavalry Division where she was one of very few women.

Within a few hours of her arrival, she was beckoned to the operating room "ASAP" where her first case was a person with a blown out aorta. Covered with blood from their inability to stop the bleeding, Kate experienced her first of many horrific wounds and deaths. Before she could process the victim's death, she had to scrub for the next case. She worked 12-hour shifts, six days a week, and even more when needed. After 3 weeks of addressing "chopped off legs," "half ... faces blown off," and numerous other casualties, she wasn't sure she could continue with her assignment. She noted that "it was all I could do not to cry." After many more gut-wrenching cases, she finally broke down in the hospital break room "crying that she could not do this anymore." One of the sergeants slapped her and told her to get back to work. "Welcome to Hell," she thought.

To make matters worse, the hospital was often rocketed at night. While the doctors evacuated to bunkers (because they were indispensable), the anesthetist and she would put the patients on the floor and cover them with their bodies. Since they weren't issued flak jackets, they often stood to become victims themselves.

To help "balance" the negative she was experiencing, she was able to participate in "Medcap" missions (medical missions to villages near the base). They would treat village children with hair lips, cleft palates, clubbed feet, and webbed hands and feet. She discovered years later that most of these deformities were the result of Agent Orange defoliants.

Because Kate endured significant harassment in Chu Lai, she "begged" the Chief Nurse of the Army, Annie B Hayes, for a transfer. On January 2, 1969 she received her paperwork to report to Lai Khe in support of the 1st Infantry, "the Big Red One," which was preparing for a possible TET offensive. While conditions were primitive (living in tents, no running water, out houses, etc), she didn't care because she was now in a station where eight other women were working.

One evening a group of B-52s apparently received misdirected orders and dropped over 100 bombs within a quarter mile of the hospital compound. As the bombs got louder and closer, she acknowledged that she "peed her pants" in complete fear. Since their tents were unprotected, after that she began sleeping in the hospital changing room for better protection. To keep her sense of normalcy and humor, she raised chickens and used the eggs to barter with others for things she needed. She named her chickens Mao, Nixon, Ho Chi Minh, and Kissinger.

Kate returned home via Travis AFB. When she and other veterans were bussed to the Oakland Depot, they were met by protestors who threw rotten vegetables at them. She felt she had returned to another "war zone," for which she wasn't prepared. She found the war had "followed her in her dreams" and she began having "Daymares of Blood." After several more years of flashbacks that impacted her daily life and her family, she learned about a program run by the Rohnert Park Veterans Administration Center after the dedication of the Vietnam Women's Memorial in 1993. After years of support, she and the other women were finally able to release their guilt, sadness and rage, and acknowledge the good they did, and have pride in their service and contributions to the U.S.

Kate has gone on to support veteran's efforts, especially those assisting women. A few of her accolades include membership and current board member of VVA Chapter 223, the current National Women Veterans Committee Chair, and the Vietnam Veterans of American California State Council Women Veterans Chair. She has also worked at national and state levels for veteran legislation and community education for women veterans, and has written white papers for House and Senate Veterans Affairs Committees.

PCAM thanks Kate for her service, and for her continued efforts to improve conditions for all veterans (especially women) who have served our country.

## Charles M. Schulz Museum Special Veteran Celebration

On Fri., Nov. 10, the Charles M. Schulz Museum and Research Center will host a special veteran ceremony. The main event will be the presentation of a special plaque from the 20th Armored Division recognizing Charles "Sparky" Schulz's WWII service in the US Army.

After attending basic training at Camp Campbell, KY, and serving later as an instructor, Sparky landed in France in early 1945. With his unit he travelled 1,400 miles through France, Belgium and Germany. He served as a staff sergeant with the 20th Armored Division, and squad leader on a 50-caliber machine gun team while riding in a half track.

One of the stories Sparky relayed years later was about an event he experienced in a little German village. He stopped to take care of a German soldier who had been wounded and was apparently left behind when his troops evacuated. At the edge of the village was a huge artillery emplacement with stairs going down into a dark building, painted black. It was likely a barracks. There wasn't a soul around. *"I thought to myself, if there's anyone in that building, I'll get shot. So I thought I'd just roll a concussion grenade down the steps to knock out anyone who was around. Just then, this nondescript little dog trotted down the steps into the building. I couldn't hurt that little dog. He didn't even know what was going on."*

As the world got to know the Peanuts cartoonist years later, it is apparent that this incident reflected the compassion Sparky had for others, and especially for this little innocent dog. Clearly, in the eyes of the 20th Armored Division and the rest of the world, Sparky is most worthy of the plaque he is being honored with posthumously.

The event begins at 11 am, is open to everyone, and is FREE. The museum is at 2301 Hardies Lane, Santa Rosa.

Activities will include the plaque dedication ceremony, presentation of colors from the United States Coast Guard Training Center Petaluma Honor Guard, performances by Maria Carillo High School Jazz Choir, and special speakers, including Jean Schulz.

At 11:30 am, the Pacific Coast Air Museum (PCAM) has organized a flyby of P-51 Mustangs flown by pilots Dane Jasper, Lynn Hunt, and Will Whiteside (weather permitting). PCAM has also coordinated the display of several privately owned military vehicles, including an M2 half track like the one Sparky traveled in. The PCAM Oral History Team lead by John Nelson produced three videos of clips from selected WWII veterans interviewed over the years. One or more of these videos will be played in the auditorium, depending on the available time. The first video will feature stories from C-47 pilot Del Tiedeman who dropped the 101st Airborne over St Mere Elise on D-Day, Richard Nowatzki who was on board the USS Hornet when the Doolittle Raiders were launched and when the Japanese sank the ship, Elmo Fama who flew in two bombing missions in a B-17 on D-Day serving as a waist gunner and radio operator, and Ted Moneymaker who participated in the Battles of Papua New Guinea, Leyte and Luzon on General MacArthur's march to recapture the Philippines. Ninety-nine year old Ted, a Purple Heart recipient for injuries sustained in one of the battles, is the only surviving veteran being featured. He will be attending the event as a special guest.

*Please spread the word to help make this special celebration a wonderful success for the Schulz family, who have been extremely generous benefactors to PCAM.*

( <https://schulzmuseum.org/veterans-day-dedication-and-free-day/> ).



**Photos courtesy of © Schulz Family Intellectual Property Trust, courtesy of Charles M. Schulz Museum and Research Center, Santa Rosa, California**

(left) Sparky in his uniform

Sparky (on far right)



## **Education and Youth News**

### **We Stand Corrected**

A production error in the Summer issue caused us to misidentify John Swanstrom as Kevin Quirk in a photograph illustrating the story of Ty West's graduation.

### **Aviation Merit Badge Class a Day for Records**

By Charley Taylor

On the morning of Saturday, May 20, check-in was moved up to 07:30 to accommodate 37 Scouts, the largest number ever to participate in PCAM's one-day Aviation Merit Badge class. Seventeen Scouts from Troop 911 had traveled 94 miles from Pleasanton marking the greatest single-troop attendance record. Troop 15, which had 11 Scouts, was a close second in troop attendance, travelling over 60 miles from Piedmont. Troops also traveled from Danville, Novato and Santa Rosa. Dave Watson's plan to streamline the check-in activities and diligent preparation of each of the Merit Badge "Blue Cards" were game changers.

Kevin Quirk, Watson, Art Hayssen and Charley Taylor were responsible for setting up tables and seating for the classroom and additional seats for Troop Leaders and family who were encouraged to observe the presentations.

The class began at 08:15 with Hayssen's introduction on the day's agenda. With over 40 years in education and aviation instruction, PCAM's professor emeritus is the primary presenter and conducts the bulk of the day's PowerPoint and practical instruction. The first task for the Scouts: identify as many different aircraft classifications as you can while viewing Dana Hunt's video and superb sound track of his Hunt Production's "Full Throttle." Taylor spoke about careers in aviation and provided perspective on how Scouts might pursue further interests in aviation and educational opportunities while earning community service hours during their schooling.

Quirk, who recently added more tools, conducted his hands-on rivet class using hand rivet and dimple presses, Cleco fasteners and rivets, to bond aircraft aluminum pieces as take-home examples of what it takes to build or repair an aircraft. Rob Clark of North Coast Air provided information on flight instruction and the average cost/time to solo and ultimately go on to earn a private pilot's license.

Because the Merit Badges classes are scheduled around PCAM's Open Cockpit Saturdays, May 20 being "Top Gun Saturday" allowed Docents to interact with the Scouts. Mark Fajardin spoke about PCAM's newest addition, the F/A-18 Hornet. The Kerkhof family (Billy, Sarah, Carley and Carrye) stood by the ever-popular F-14 Tomcat. Top Gun "Adversary" aircraft docents included Steve Aikins manning the F-16 Viper, Joe Cholewa at F-5 Freedom Fighter, and Bob George captaining the A-4 Skyhawk. Janet Doto and Fred Guymmer staffed the F-4 Phantom Blue Angel cockpit trainer. Although the UH-16 Albatross is not part of the Top Gun aircraft, Tony Rambonga broke it out, allowing groups to board the seaplane at the same time. The large number of open aircraft and docents were a hit with the Scouts.

The day's biggest challenge? How to get 37 Scouts their flights with PCAM's limited number of planes on a very busy day at the airport and over the Sonoma County skies. With only three aircraft available, PCAM pilot-aircraft owners Quirk, Paul Doto and Hayssen began flying the much-anticipated airborne adventures. Clark of North Coast Air generously provided simulator time, and flight instructor Garrett Brunner conducted simulator flights for those Scouts opting to get their flight time on the ground at the Charles Schultz Sonoma County Airport (STS).

Hayssen set the last record of the day flying eight flights with three Scouts on each hop. This day and all future Merit Badge class sizes are possible only because of all the volunteer work put into Hangar 2 resulting in the current state-of-the-art classroom we enjoy today. The last flights were completed after 16:00, PCAM museum closing hour. A special thanks to the Scouts from the local area who stuck around so the distant travelers could head for home earlier.





## Mike Hauser Academy returns to Sonoma Jet Center (SJC) and PCA

By Charley Taylor

Collaboration was again the key word for two groups of ninth-grade bound students from the annual Mike Hauser Academy (MHA). Co-hosted by SJC and PCAM, two groups spent their Thursday or Friday getting an overview of the airport, careers in aviation, jobs at the airport and using math to calculate things like center of gravity, takeoff, and landing gross weight and distances as well as density altitude. The SJC team shared their professions as students learned of jobs they might not have previously known about and that might not require advanced education. Julia Hochberg says teacher feedback was very positive and she overheard the kids saying that the airport was one of the best places they have visited during their weeks at MHA!

On the PCAM side, Art Hayssen got the most out of the three and a half hours the students spent at PCAM. Covering Aviation History, the various aircraft categories and identifying those categories while viewing Dana Hunt's inspiring *Full Throttle* video kicked off the morning. Aircraft tours staffed by Docents or Education Committee members provided outdoor time between subject matter. Kevin Quirk's hands-on rivet lessons allowed each student to utilize Cleco fasteners to hold two pieces of aircraft aluminum in place while pressing rivets securing the metal surfaces in place. An onsite tour of a US Navy T-28 *Trojan* and the A-26 *Invader* provided immediate examples of the end product. Rob Clark of North Coast Air spoke about civilian pilot training and escorted students to his nearby Flight Simulator. Charley Taylor spoke about flying onto and off US Navy aircraft carriers. He listed aviation career opportunities and cited ways to earn high school community service credits at PCAM. Hayssen closed out the busy day working with each class computing weight and balance and aircraft performance.

It was extremely gratifying for our Education Committee members and docents to hear teachers Angela Ghigliazza and Ann Bocc provide feedback after their PCAM experience. Citing our engagement with the students, mixing classroom instruction with visits to real aircraft and being able to hear docents and instructors provide details about their flying experiences added to each student's understanding of aviation.

Sincere thanks go out to docents Jim Mattison and Steve Aikins for opening the F-106 and F-16 and being there to describe their aircraft and answer questions. It was exceedingly clear that having docents present at our collection of aircraft is vital to the enthusiasm exhibited by these Academy students as well as all our Education Committee events. THANK YOU, DOCENTS!

### Open Cockpit Saturdays

Open Cockpit Saturdays at the Pacific Coast Air Museum are a great activity for kids and family. We raise the canopies and open the doors to give you an unobstructed view inside a genuine fighter plane, attack plane, transport, or helicopter.

You can even sit inside some of our planes and see what it was like to be the pilot or crew! On some planes, the controls are still hooked up to the control surfaces. So if you move the stick or wheel, you can see the ailerons or elevator move! It's a great way to learn about how a plane is controlled.

Some of the docents who guide you into the planes actually flew these very same aircraft. They'll be happy to tell you all about it.

**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

### Upcoming Airshows 2024

- Oct. 2-10 US Navy Fleet Week, San Francisco, CA  
(Blue Angels)
  - Oct. 7-8 Cal International A/S, Salinas, CA  
(Thunder Birds)
  - Oct. 14-15 Wings Over Houston A/S, Ellington A/P, TX  
(Thunder Birds)
- Compiled by Ed and Bonnie Davis

### Dates to Remember

#### Member Meetings

October 18, 2023

November 15, 2023

December 20, 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.



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## 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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