



# STRAIGHT SCOOP

## PACIFIC COAST AIR MUSEUM

Spring 2024

### President's Message

If you had told me many years ago that I would be standing here celebrating 35 years with PCAM as the new president, I probably wouldn't have believed you. Those early memories of an A-26 taking shape, attending meetings in various places, getting my first "speeding ticket" while sitting in the F-14, walking down the flight line at an Open House, standing on top of an Albatross to film the Air Show, all feel fresh in the mind as I look back through the old newsletters.

At the time, I was too young to appreciate what we had going for us. I just saw it as a cool collection of airplanes whose flying days were done. It wasn't until my father came calling in 2012 to help make the general meetings more enjoyable, that I started to gain a true respect for this organization. The way it gives back to the community, the way it honors veterans, and inspires kids and adults to fulfill their dreams and meet their goals is truly something special. There's not much that compares to seeing a child staring up at an F-4 Phantom while holding the toy version in their hands. The airplane of their dreams looking them right in the face. Or a veteran coming out to see that old bird they once flew, getting to touch it, and fondly recall that time that it saved their bacon. Moments like these stop time in its tracks.

Thirty five years is nothing to sneeze at. Many museums never make it that far. I am proud of what we have accomplished thus far, and the direction that we are headed is bright and full of possibilities. We have a great team of board members and volunteers who keep this place running at a phenomenal level.

With construction beginning in the near future on the Butler Hangar, all eyes turn toward what we want to make this museum into. How will we conquer the obstacles of tomorrow? What can we do to keep people coming back? What might the future hold? These questions may loom large and go unanswered for now, but as long as we keep moving forward, we'll figure it out. Cheers to 35 years everyone!

Dana Hunt

### Flight Wing

By Lynn Hunt

Greetings, Flight Wingers!

It is said that absence makes the heart grow fonder so I hope that a lengthy delay in Flight Wing reports has driven your excitement and enthusiasm to unprecedented levels. Whatever the case, a lack of news is not an accurate portrayal of what's currently going on in the Flight Wing. Thursdays are busy days with the arrival of this year's batch of STEM students. We have six enterprising young people who are working toward a career in aviation and are determined to get their hands dirty working on anything related to the science. Currently they are divided into two teams working to restore for static display a Lycoming O-235 four-cylinder engine and an older Ken Royce radial engine. As they near the final stages of completion, they can be proud of their attention to detail and the cosmetic efforts they are making. These engines will soon join the growing number of engine displays at PCAM once the students have designed and fabricated a suitable stand for the engines and a sign that shares the engine specifics and any notable achievements. All of this takes place on Thursday evenings from 5 to 7 pm in hangar 202 on Knob Hill. Please feel free to drop in and meet these fine young citizens and share their accomplishments.

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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."

## Flight Wing (continued)

The museum has been donated yet another aircraft, this time a 1951 Beechcraft Bonanza. The aircraft has been sitting on the field in a hangar and been dormant for several years. The owner passed away some time ago, and the family has been wrestling with exactly what to do with it. Not surprisingly it needs a bath, new tires, a new battery ... as the list continues to grow. This brings to four the number of aircraft that the museum is currently storing that could be sold to raise money for site development. Each of these aircraft requires some work, and we are actively looking for willing volunteers who might like to come out on Thursday nights and lend a hand. There is work for all ages and all levels of experience. We are gradually falling behind and could use the help. Please contact me with any questions.

## Member Meetings

By Dana Hunt

Each month we get a chance to take a look back in time and hear stories of old. Some are PCAM-related and some are not, but all hit the switch and start those memory motors going, letting all of us remember those fond times, hard decisions, and unforgettable moments. Here is a sneak peek at what you missed these last three months:

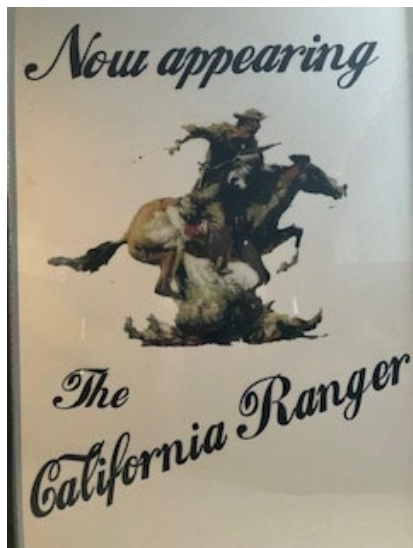
In January, we were joined by Henry Crigler, a former Navy Pilot with many hours in the A-7 Corsair II. Dreaming of becoming a Naval Aviator from the very moment he received his draft notice in 1967, he completed flight training and was assigned to Attack Squadron 147 at NAS Lemoore. He talked about the characteristics of the A-7 and how it compared to other aircraft of the time. We were able to show a video that he took flying around the Bay Area that was taken from his lead aircraft. His presentation was most interesting especially because it was all done on a VHS tape, a salute to old technology that still works today.



In February, we welcomed Kevin Wodlinger, the president of the North Bay Honor Flight which aims to give back to those who have sacrificed so much and believes every veteran deserves a hero's welcome, especially those who served during some of the most challenging times in our nation's history. Founded in 2005, this non-profit organization maintains a simple yet powerful goal: to fly World War II veterans to Washington, D.C., so that they can visit their memorial and other significant memorials in the city. They are scheduling their first flight to D.C. for local veterans in October of this year. PCAM will proudly sponsor one of those veterans! For more information please visit: [www.northbayhonorflight.org](http://www.northbayhonorflight.org)



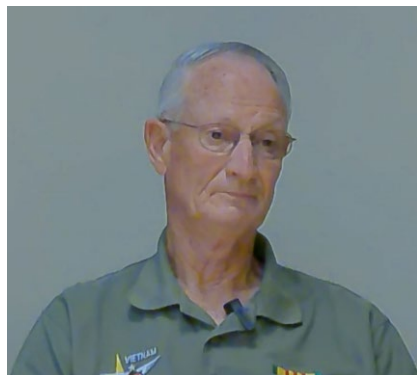
In March, we took a step way outside our comfort zone and welcomed the last ride of the California Ranger, our own Public Information Officer Gary Greenough. Usually ready with stories set aboard the USS Ranger or other aviation tales, Gary showed up in Western attire with a couple of practice and dummy weapons to give us a little history lesson on the guns of the Old West and a modified performance closely mirroring what he used to do back in the day as the California Ranger. We were treated to a video of gun-twirling mastery with every safety measure adhered to. The loose connection to aviation? Airplanes have guns too!



Join us for our next meeting on April 17 when we will have a round table discussion involving some of PCAM's founding members about a Santa Rosa native, warbird pilot, air racer, and a pivotal role player in our history, Lloyd Hamilton.

## Veterans and Oral History

### Robert "Bob" Broaddus , Vietnam Helicopter Door Gunner



Robert "Bob" Broaddus was born in Sacramento but raised in Ukiah. After graduating from Ukiah High School in 1966, he attended Sacramento City College, focusing on the field of Aviation, eventually earning his Aircraft and Powerplant (A&P) certificate. He worked at the Napa Cessna Dealership before going into the US Army where he was initially assigned to Fort Lewis, WA. From there he was sent to Fort Eustis, VA for advanced helicopter maintenance training.

Subsequently he was sent to Vietnam where he initially received indoctrination training and was assigned to his unit at the 90th Replacement Battalion Center at Long Binh. From there he flew to Vung Tau. En route Bob experienced his first exposure to being shot at and vividly recalls the "ping, ping, ping" sounds of bullets hitting their Caribou aircraft. A helicopter then flew him to Long Thong North where he spent the next 14 months as a Huey helicopter repairman with the 56th Transport "Aviation Direct Support Unit." He was picked up as a relief Door Gunner and Crew Chief, and eventually was promoted to permanent Crew

Chief on a UH-1H "recovery helicopter." If an aircraft crashed or was damaged, they would dash out and recover it. If no ground support was at the crash site, they would also evacuate the crew. Jim noted that as Crew Chief, the Huey was "his helicopter; wherever it went, he went."

On Christmas in 1969 Bob was able to see the Bob Hope Show, a memorable experience and nice diversion from the trials of war.

In early 1970 Bob flew 25 aerial combat missions in 24 days. Afterwards, he and his crew were awarded the Air Medal.

Bob returned home to California in his full dress uniform. When he arrived in Santa Rosa, he recalls the negative experience relayed by many other veterans the Oral History Team has interviewed. People would walk across the street to avoid him or walk by and spit on him. He spent the next few months decompressing and doing nothing. Then he decided to go back to school in 1971 at Sacramento State College. Again he experienced harassment from other students. On one occasion a student yelled "you don't belong in this classroom..., you're a baby killer." Shocked, Bob merely walked out and skipped classes that day.



Robert "Bob" Broadus, Vietnam Helicopter Door Gunner  
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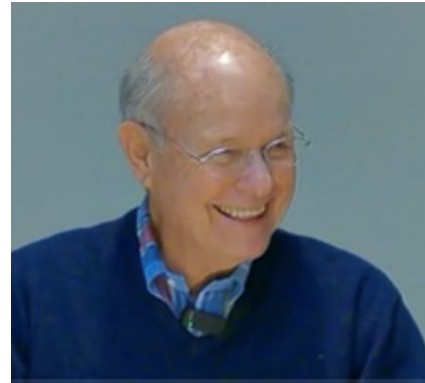
After finishing school, Bob went back into aviation. He used his GI Bill to earn commercial, multi-engine, and instrument ratings, and did some corporate flying. Then he went to work at Reach Air Medical Services at the Charles M Schulz Sonoma County Airport, where he served as a mechanic and retired as the Chief Inspector of Maintenance. He went on to earn a teaching credential and taught courses in aeronautics and preventative maintenance for pilots at the Santa Rosa Junior College. Bob remained a highly valued fixture around aviation circles in Sonoma County for decades.

The Oral History Team is honored that they were the first to hear about Bob's military experiences since he reported that he never spoke of it with family or friends. For his dedication to our country, and his contributions to the aviation community since then, we are most appreciative. Thank you, Bob!

## Major John Hazlett, USAF 320<sup>th</sup> Bomb Wing

John Hazlett was born in Salt Lake City, UT in 1939. He served in the US Air Force 320th Bomb Wing and the 4200th Support Squadron during the Cold War and Vietnam eras, achieving the rank of Major.

He moved to Long Beach in 1940 where he spent the bulk of his childhood, actively serving in the Boy Scouts during his youth. He finished High School in Newport Beach, and then went on to Orange Coast College in Costa Mesa, and eventually to Long Beach State College. He majored in Spanish and minored in French, choosing languages because math wasn't his forte. He also earned his teaching credential with the intent of becoming a teacher. However, he taught for only one year at Fallbrook High School near San Diego.



In 1963 John received a draft notice but didn't want to go into the Army. So he decided to join the Air Force and qualified for pilot training. Before attending Officer's Candidate School (OCS), he was told the Air Force didn't need pilots, but did need navigators, so he became a navigator. He attended OCS at Lackland AFB, where he became a 2nd Lieutenant. From Lackland, he went to James Connally AFB near Waco TX for navigator training, and then moved on to Mather AFB near Sacramento for additional navigator and bombardier training. The training at Mather also included radar, electronics, and security training. From Mather, John went to Castle AFB for B-52 crew training in preparation for Cold War activities with the Strategic Air Command (SAC). His final training was at Stead AFB for three weeks where he underwent survival training mimicking what was learned from the Korean War.

While serving with SAC, John was on a B-52 six-man combat crew that included a pilot, co-pilot, navigator, radar navigator, electronic warfare officer, and a gunner. They were on alert for one week at a time, and the alert planes were loaded with nuclear weapons. A typical training mission profile included a weather briefing, a specific takeoff time, air refueling tasks, and a navigation route using one or more of the following: celestial navigation, radar, and dead reckoning. Since they flew at night, they used the stars. A navigation leg lasted several hours, and they flew low level at 800 feet and 325 knots. When they finished the low-level leg of the route, they would climb and return to the base where they would practice "touch and goes" for one or two hours.

While stationed at Grand Forks AFB in North Dakota, John flew a "Chrome Dome" mission. This involved flying a 24-hour airborne alert mission with a tanker (for aerial refueling) over the Defense Early Warning (DEW) line. They carried nuclear weapons and flew the entire time in a "racetrack" formation. While the weapons were enabled, actual activation required an additional step that was never performed.

In the winter of 1967 John received orders to report to the 4200th Support Squadron at Beale AFB, and he arrived in early 1968. After an extended background investigation (EBI) on him, he was told to report to the flight line and flew to Area 51 in a civilian aircraft. This highly classified mission involved launching the Lockheed D-21, an American supersonic reconnaissance drone. The drone was hung under each of the B-52H wings and had a ramjet engine that powered the drone when launched. The objective was to allow unmanned reconnaissance missions after Frances Gary Powers' spy plane was shot down over the Soviet Union. The project was called "Tagboard," later renamed to "Senior Bowl." Originally the D-21 was launched from an A-12, but this mission was a failure, so the Air Force changed to using a B-52. After the facilities at Beale AFB were completed, all subsequent operational and training missions were flown from there. They would launch the drone over Pacific Missile Range from 40,000 feet. After the drone completed the reconnaissance flight, it would jettison a hatch containing the camera equipment and film, and a C-130 would fly by and do a mid-air pickup by grabbing the parachute on the hatch. Then the drone would crash into the ocean.

Major John Hazlett, USAF 320<sup>th</sup> Bomb Wing  
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John left active duty in July 1970 and joined the Air National Guard at Hayward AFB in 1971 as a navigator flying C-119s. Then he went into intelligence work briefing crews on intelligence issues. In 1979 he moved to Delaware and joined a reserve unit at the DE Airport. Then he moved back to CA and joined a reserve unit in SoCal doing emergency planning for FEMA. He retired in 1985 with 20 years. His civilian career was in the pharmaceutical industry for 37 years.

John retired in Healdsburg and in 2009 began volunteering with PCAM as the D-21 drone crew chief. The PCAM drone is on loan from the Air Force, and is among PCAM's display assets.

John's work in the USAF was exclusively classified missions, now declassified. His missions were an essential part of Cold War and post-Cold War defense strategies. PCAM thanks John for his impressive military career and his support for PCAM's educational and historic missions.

## Lt. Commander Marsha Holden



Vietnam Veteran Lt Commander Marsha Holden was born in New Orleans, LA. She lived in a Catholic neighborhood, so went to Catholic schools through her senior year in high school. She quipped that since she wore uniforms most of her life, she didn't know how to dress like everyone else, so she joined the Navy. Sadly, the real reason for her enlistment was much more tragic than that.

When Marsha was 16 years old, her older brother came home from Vietnam in a 3-foot metal box. He had enlisted in the Navy, and served on a River Patrol Boat as a gunner's mate, the only gunner on the boat. While under attack by the Vietcong (VC), and protecting his boat mates while they were being airlifted to safety via a Marine helicopter, he was killed before he too could be rescued. Marsha's family was shocked that he didn't come home in a full casket, and the traumatic experience of seeing her brother come home "in pieces" in a small box was the first time she ever saw her father cry. So she vowed she would eventually go to Vietnam to find out how this could have happened to him.

While in nursing school, Naval recruiters repeatedly came to her school to recruit nurses. One day she decided to enlist. She completed her medical education in the Navy's nursing school and joined the Nursing (Medical) Corps "to heal people." She was soon sent to Vietnam where she initially worked on the hospital ship SS Hope, tending to wounded US soldiers. Helicopters would airlift the wounded from the jungle to the ship in numbers so great that the wards were overflowing, so they had to line the deck of the ship with the remaining wounded. She alternated among ward, triage, and operating room duties, assisting patients from every branch of the military.

After a year on the hospital ship, she was transferred to the Naval Hospital in Da Nang where her skills were in great demand. Occasionally, she would ride on helicopters with other medical personnel to pick up the most severely wounded. She was shocked to discover that some of the new, less experienced doctors were taking aggressive actions that she and other "combat hardened" nurses believed weren't necessary, including amputating limbs that could have been saved by techniques she had learned. Since she was only an ensign and the doctors were higher level officers, she was often put on report for interceding on behalf of the patients, advocating for less invasive treatment. The consequence was that she was often given bed pan and other orderly duties. She quickly learned that her suggestions were not welcomed.

While in Da Nang, Marsha and other nurses would make humanitarian visits into the villages to tend to people in the surrounding areas, one of the worst places in Vietnam where Agent Orange-related illnesses were incurred. The VC would often go into these same villages to steal whatever they could. On one field mission, the VC attacked the village where Marsha and a group of nurses were working, killing one of their Marine escorts. The other two Marines who remained behind with the nurses tried to fend off the attack while the nurses huddled for safety from the gunfire. These Marines were captured by the VC, and eventually the nurses were also captured and taken to a VC encampment three hours away where they were directed to "heal" their wounded soldiers.

While the nurses attempted to treat the wounded who had extensive injuries, the soldiers constantly yelled at them and treated them very poorly. Many of the wounded VC were "beyond help" since they had festered and gangrenous wounds. They needed doctors who could perform surgery, so they were dying left and right. Marsha and her fellow nurses lived in filth and were fed food that was unrecognizable. They "existed" in these horrible conditions for somewhere between two and three months before they finally heard a helicopter fly overhead. Soon afterward, a group of Marines stormed into the compound and rescued Marsha and the other nurses. Their hell was finally over. Back at the base they were treated like queens. They were given 30 days R&R (Rest and recuperation) and then returned to war-duty nursing in Vietnam.

Lt. Commander Marsha Holden (continued)

It was on her return to war duty when she met her husband. He was an injured patient who she treated. He was also in the Navy, and pursued her repeatedly for two years. One day he appeared in full dress blues, got down on one knee and proposed to her. That was the “crowning point” of her duty.

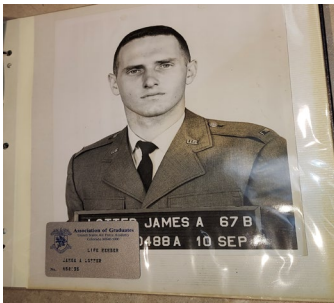
Marsha did finally discover why soldiers like her brother came home in parts. Apparently, the only remains that could be recovered in many instances were a few bones and dog tags that were put in the metal boxes and then sent home. In fact, Marsha helped perform this very service for numerous soldiers during her years in Vietnam.

She returned to the States and worked at Bethesda Naval Hospital addressing battle wound dressing “lessons learned” from the battlefield. While at Bethesda, she taught many other medical personnel the techniques she had learned.

Marsha remained in the Navy until February of 1995. Today she is still happily married to her husband and is a proud mother and grandmother. Sadly, however, Marsha contracted service related multiple sclerosis which today impacts her mobility.

PCAM is grateful to Marsha for sharing her most trying story with us, and for her noteworthy and exemplary service to our Nation. Thank you, Marsha, for your dedication as a nurse, helping to save countless lives with your extensive surgical experience.

## US Air Force Captain James “Jim” Lotter



US Air Force Captain and Vietnam veteran James “Jim” Lotter is a California native who was born in Long Beach, CA, and grew up in Southern California. Upon graduating from high school, he received an appointment to the U.S. Air Force Academy. Ironically, his very first ride in an airplane was his trip to Colorado to attend the Academy. It was the start of a love for flying that evolved into his becoming a Top Gun fighter pilot.

Jim’s education at the Academy was comprehensive. Despite his selecting a major in “Basic Science” (a combination of physics and chemistry), his studies also included law, economics, political science and, most important, aeronautics. One summer program included a tour of various US military facilities to better understand the “real” Air Force, as well as the Army and Navy. Jim graduated in 1965.

After graduation, Jim attended pilot training at Vance Air Force Base in Enid, OK. There he trained in the T-41, the military version of the popular Cessna 172. He then got checked out in the T-37 “Tweet,” a small Cessna economical twin engine jet, like the one in PCAM’s collection. Subsequently, he trained in the Northrup T-38 Talon, a twin engine supersonic jet.

Jim chose an F-4 stateside assignment where he was checked out in the back seat of an F-4 at Davis-Monthan AFB near Tucson, AZ. He was then assigned to the 4th Tactical Fighter Wing at Seymour Johnson AFB in North Carolina. During his stay with the 4th, then under the command of General Chuck Yeager, he was deployed to South Korea because of the Pueblo spy ship crisis. For six months he flew out of Kunsan and Kwang-Ju Air Bases. Shortly after his return stateside he was sent to George AFB near Victorville, CA to check out in the front seat of the F-4.

After survival training stops at Fairchild AFB, Spokane WA and Clark AFB in the Philippines, he landed at Da Nang AFB, Vietnam in October 1969. During his 10 months there, he accrued 154 combat missions. Many of those were in Laos, interdicting the Ho Chi Minh trail. For a spell, these missions included night dive bombing, an extremely hazardous mission for a pilot. Other missions included dropping 500-pound bombs with mine fuses on the trail in the heavily defended Mu Gia pass near the North Vietnamese border. Other missions included troops in contact and anti-aircraft suppression involving a variety of munitions, including Cluster Bombs (CBUs), and large 2000 lb. bombs.

During his tour in Vietnam, Jim earned two “Top Gun” awards for the top Bomb Damage Assessment (BDA) results achieved in a given month. He also received a Distinguished Flying Cross (DFC) for one mission, but doesn’t remember that mission’s particulars.

Jim’s last overseas assignment was at the Takhli Royal Thai Air Force Base in the Nakhom Sawan Province approximately 144 miles Northwest of Bangkok. He was stationed there when the North Vietnamese Army (NVA) crossed the DMZ. He accrued another 87 missions during his stay at Takhli, including one where he destroyed three NVA tanks and had 31 KBAs (Killed By Air). Four months later he returned home.

Jim continued to fly in civilian life, and owned a Mooney for many years. He has lived in Gualala for the past 50 years. PCAM thanks Jim for his most impressive service in the US Air Force, and for his service to the nation. We also thank Jim for sharing his story.



## US Air Force Captain Edgar “Ed” McAtee, “Ranch Hand” Pilot, Vietnam



Native San Franciscan Ed McAtee served in the US Air Force from June 1968 until February 1974. His father was a WWII Army veteran who served in Okinawa when the atomic bomb was dropped, and later served in Korea. As a child he heard his father's and three cousin's stories about WWII and the Korean wars which led him to believe that war was possibly in his future. “Victory at Sea” was a popular program in their household and piqued his interest in history.

Upon graduating from Riordan High School, Ed went to work at San Francisco Naval Ship Yard at Hunters Point in San Francisco. While working he regularly witnessed formations of aircraft flying over Hunters Point preparing for deployment to Vietnam. This inspired him to want to fly. A naval officer and instructor recommended ROTC as an avenue to enter military aviation. Ed heeded his mentor's advice and enrolled in City College of San Francisco and went on to San Francisco State College as an ROTC candidate for pilot training. Part of ROTC training involved basic screening and training which Ed attended at Maxwell AFB in Montgomery, AL.

As Vietnam began dominating the evening news, Ed was concerned about the inevitability of facing combat.

In ROTC Ed participated in the Private Pilot Training Program offered to ROTC students and got his Private Pilot Certificate before graduating and going into active service. At Reese AFB in Texas he started his pilot training in the military equivalent of the Cessna-172, then the T-37 “Tweet” jet aircraft, and eventually advanced training in the T-38, “Talon” supersonic trainer. Upon completing pilot training Ed was assigned to the C-123K transport plane conducting defoliation aerial spraying. That training began at Hurlburt Field near Fort Walton Beach, FL.

The pipeline for deployment to Vietnam included survival training at Fairchild AFB in Spokane WA. Personnel were exposed to the type of experiences that they would likely encounter in hostile territory where immediate rescue was unlikely. This included wilderness survival, capture by enemies, deprivation and torture. During this training he experienced hallucinations for the first time in his life because of isolation and lack of sleep.

While at Fairchild AFB, Ed witnessed the first moon landing, and Neil Armstrong's experience of being the first human to step on a distant celestial body. Ed wondered how difficult could flying an airplane be?

En route to Vietnam, Ed went through Jungle Survival Training at Clark AFB in the Philippines. He arrived at Bien Hoa Airfield near Saigon, Vietnam in September of 1969. Soon after his arrival, Ed was flying spray missions and experienced being shot at for the first time in his life. That shock became manageable for the remainder of this lengthy tour, where he accumulated over 350 hours of combat flying time.

From Bien Hoa, he was transferred to Da Nang where flights in mountainous terrain were more common. Missions usually included three aircraft flying in echelon formation at 140 knots about 30-50 feet over the vegetation. While on target, the co-pilot controlled the throttles and the aircraft commander kept both his hands on the yoke to steer over the hilly terrain. Because of the low altitude of the flights, ground fire often came from enemy locations in the hills above the aircraft. Being shot at in the air was not the only threat. Rocket attacks on the bases were common and meant rolling under the bed or diving for cover. An attack at Bien Hoa one morning blew up the mess hall a couple hundred feet from his quarters, killing three soldiers.

In 1970 Ed was relocated to air bases further South to conduct operations during the Cambodia Incursion. These missions involved dropping flares at night to illuminate the surroundings of friendly fire base camps. Another mission involved dropping leaflets warning locals to leave the area before allied attacks. Ed's flights were over Siem Reap and the ancient temple of Angkor Wat. He was able to view the old ruins long before they became a tourist attraction.

On April 10, 1970, Ed was flying the deputy-led aircraft from Da Nang Airbase on a mission that is chronicled in the William A. Buckingham book, “Operation Ranch Hand: The Air Force and Herbicides in Southeast Asia, 1961-1977” (Office of Air Force History, United States Air Force, 1982). This special crop destruction operation in the Be River Valley of Quang Ngai Province involved seven UC-123K Ranch Hand aircraft, four F-100 fighters, six UH-1 and ten Cobra gunships. Early in the run, Ed witnessed the right engine of the plane piloted by his commander, Lt. Col. Warren Fisher and co-piloted by Ed's roommate Lt. Greg Morgan get hit by ground fire. The propeller was feathered as the cowlings shed parts, and a large plume swirled over the fuselage. Initially Ed thought for an instant that his companions were goners only to realize that the plume was from dumping thousands of gallons of herbicide. Greg Morgan radioed the formation that they had the plane under control and were going for an emergency landing at Chu Lai Airbase on the coast. Ed and his pilot-in-command, Burt Mucho, took over lead of the formation, completing the mission, and then flew back to Da Nang, monitoring the flight progress of Col. Fisher's emergency retreat. Coming in behind the Ranch Hands on the rice fields were 20 escort war planes blazing away to ensure their safe return. At the base they assessed the battle damage, and determined that they took 37 hits but had no serious injuries. For this mission, Ed and his pilot received the Distinguished Flying Cross (DFC).



US Air Force Captain Edgar “Ed” McAtee, “Ranch Hand” Pilot, Vietnam  
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After that tour, Ed’s next assignment was on C-141s. Returning to San Francisco on leave before reporting to McGuire AFB, New Jersey, he reconnected with his neighbor and childhood sweetheart, Eddie, and they married.

Being stationed on the East Coast did not mean Vietnam was history, but it provided a chance to fly in other parts of the world. Ed became familiar with Rhine-Main AFB, Frankfurt, Germany; Incirlik AFB, Adana, Turkey; Tehran Airport, Iran; and the U.S. Naval Base in Bahrain.

Ed’s mother passed away in 1971, and his father’s health declined as a result. A request for a humanitarian transfer to Travis AFB, California was granted so Ed could be near his family. At Travis he upgraded to aircraft commander. He made several transport flights from the West Coast to Vietnam, transiting a variety of locations like Hickam AFB, Honolulu; Andersen AFB, Guam; Wake Island; and Clark AFB, Philippines. Other stops supporting the Southeast Asia conflict included bases in Thailand, Udorn, Ubon, NKP, and Korat.

Flying in the Western Pacific Ocean took Ed to bases in Korea; Osan AFB, Japan; Yokota AFB, Tokyo; Tachikawa AFB; Kadena AFB, Okinawa; and Diego Garcia, Indian Ocean. In March of 1973 Ed was assigned to fly to Saigon and take out the last contingent of “foot soldiers” in Vietnam. They were the last American ground combat troops to leave Vietnam.

He left the US Air Force in 1974 and went to work in film, producing industrial films and legal deposition videos. Subsequently he worked for PG&E for 26 years before retiring. He continued flying occasionally at Sonoma County Airport.

Years after leaving the service, Ed reflected on his role in spraying Agent Orange. While he had been told it was safe and that he “was doing good” by defoliating the forests to help the ground troops in their missions, he later reflected that he “brought in a trail of death behind me whenever I flew.”

Ten years after leaving the service, he was asked to participate in a study on the effects of herbicides on the human body. The outcome was the discovery of a high rate of infection in those exposed. Fortunately, his test results showed a lower level of Dioxin in his blood than most.

In spite of the health hazards of herbicides, the work of the Ranch Hand pilots no doubt saved the lives of many Allied soldiers by defoliating the forests, thereby exposing the positions of enemy soldiers. However, the ultimate purpose of their missions was to defend democracy. In both respects, Ed’s service supported these objectives. Thank you, Ed, for your noteworthy service in the US Air Force.

## Local WWII B-29 WWII Pilot Turns 103 Years Old

On March 11, WWII B-29 pilot Lt Col Richard Sharp turned 103. Richard was based on Tinian Island during WWII, at the same time that Col Paul Tibbetts, pilot of the Enola Gay, was based there. However, Richard was in a different bomb group. Richard flew 32 bombing missions with the US Army Air Corps, 20th Air Force. He received two Distinguished Flying Crosses and six Air Medals for his exemplary service.

Richard lives in Windsor, and is one of the very few remaining WWII centenarians in Sonoma County. He has participated in several PCAM events in the past, including a HDT luncheon where we celebrated his 100th birthday.



PCAM volunteers were delighted to help Richard celebrate his 103rd birthday. Also at the party was Joe Anderson, owner of Benovia Winery and former owner of a DC 3 that served in Asia during WWII (see article in this newsletter). Joe was very interested in chatting with Richard because his uncle was a crew member on a B-29 that served in the same bomb group as Paul Tibbetts.

PCAM wishes Richard many more very happy birthdays in the future. Best wishes, Richard!

\*\*Veteran articles and pictures courtesy of The Oral History Team



## Flown West

### General Howell Estes III



On March 18, 2024, General Howell Estes III flew west at the age of 82. PCAM had the honor of hearing Howell describe his role in the development of the F-117A at a Members' Meeting, and the good fortune to interview him on 7/26/23 for the Library of Congress Veteran History Project. Dana Hunt did the videotaping and Tom Berto conducted the interview. Howell also participated in several PCAM HDT luncheons.

Howell was born on December 16, 1941, in San Antonio, TX, the oldest son of General Howell Estes Jr. Since his father travelled extensively while in the military, Howell saw much of the world at an early age.

In 1961 Howell accepted an appointment to the U.S. Air Force Academy, setting the stage for his impressive career in the US Air Force. While serving in Southeast Asia, he flew 169 F-4E missions out of Korat, RTAFB, Thailand. During that period, he was awarded 16 Air Medals, the Distinguished Flying Cross (DFC) and the Oak Leaf Cluster to the DFC.

In 1975, Howell was assigned to the Air Staff at the Pentagon. Four years later he relocated to George AFB, CA where he served as a fighter squadron commander, a maintenance squadron commander, and a deputy commander for maintenance of a fighter wing. He went on to spend time at the National War College and another stint at the Pentagon, before he moved to Nellis AFB, NV in 1984. It was there that he took command of one of nation's most top secret units, the 4450th Tactical Group which was charged with bringing online the nation's first operational stealth fighter - the F-117A Nighthawk. As one of the pilots who flew the F-117A, Howell held Challenge Coin 174, which was also his "Bandit number."

From Nellis, Howell moved to Europe (Brussels) 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 General Rogers), making sure the 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 ran the strategic reconnaissance program, which included the SR71, U-2, and KC-135Q. He had the opportunity to fly all three aircraft. He retired from the US Air Force on October 1, 1998.

Howell eventually retired to the Wildwood development in Santa Rosa, California where he lived with his wife Karen. The late WWII veteran Al Maggini, who died last year at the age of 107, was Howell and Karen's neighbor.

Rest in peace, Howell, and thank you for your exceptional service to our nation.



## Hot Dog Thursday Returns!

It's that time of year again when the grills fire up, the tables get set, and the foot traffic increases. The best lunch deal in Sonoma County returns April 4. It's Hot Dog Thursday!

Last year was a monumental one for HDT and we are hopeful for continued success this time around. This year presents a couple of special opportunities that we plan to take full advantage of. In June, HDT will fall on the 6th, which just so happens to be the 80th anniversary of D-Day. We have a couple of warbirds on the field that were built in 1944, so you know they will be out there in force.

The Fourth of July is also HDT, which could mean we get a lot of people coming out or not as many. We've had successful ventures on this day in the past so our fingers are crossed.

This also presents the dreaded 1000-person day. The word is out that the public loves HDT, and our numbers prove that. Last year we had our biggest crowd yet with over 800 people coming out for a hot dog. This has stretched our volunteers to the max and tested PCAM's ability to host such a crowd, but confidence still holds strong that we can handle it. To put your mind at ease, there is absolutely no guarantee that this will be the year we see that number, but it does loom in the distance.



More volunteers are always a welcome sight for HDT. It's a wonderful atmosphere filled with many cool things to look at, and it's always different. So come out and join us! April 4, May 2, June 6, July 4, August 1, September 5, and October (TBD).





## Recent Events

### New Zealand Visitors

On Saturday, March 9, several PCAM docents had the good fortune to provide a quick tour of PCAM display aircraft to a group of eight visitors from New Zealand who are on a world tour with their newly acquired DC3. The visit was organized by Joe Anderson, owner of Benovia Winery and former owner of the DC3 aircraft that served the Chiang Kai-Shek regime in China during WWII. Joe sold his beautiful DC3 to two brothers from New Zealand, Mark and Todd Steward, who are collectors of historic aircraft and memorabilia. Mark and Todd and their entourage will be flying to and participating in the upcoming 80th D-Day anniversary in Normandy in June. Joe is a lifetime PCAM member.



Andy Werback and CJ Stephens provided the tour of PCAM display aircraft to the visitors.



The Spirit of Douglas DC3

### Full Of Flavor! The STS Chili Cook-Off is a Hit!

By Dana Hunt

During a Young Eagles event hosted at EAA Chapter 124 last year, I, Chris Brown, and Julia Hochberg were sitting around talking about other events we could bring to the airport. Someone stated it would be cool to do something in the earlier months, but it's always too chilly. Then another remarked about how good chili is ... and here we are. March 24 was the inaugural STS Chili Cook-Off pitting teams from around the airport and anyone else who wanted to join in on the fun to see who could make the best chili around. Fifteen teams answered the call ranging from first-timers to seasoned professionals. PCAM entered the competition with a recipe from our one and only Sarah Kerkhof, a legend of culinary perfection and a Jedi Master of Chili.

Combining vegetarian cuisine and buffalo-flavored (not) chicken, Sarah crafted a flavorful juggernaut that took everyone by surprise. Team Afterburner was the talk of the town, and people kept coming over to try the chili that had gained a reputation in only 30 minutes.



## Full Of Flavor! The STS Chili Cook-Off is a Hit! (continued)

Fourteen other teams also had tricks up their sleeves. As a participant, I cannot convey in words how good these recipes were. Each was different and provided much flavor. Some experimented with brown sugar. Others threw in good old smoked tri-tip and ribs.

Would you believe it if I told you that we didn't make enough chili? Only an hour and a half into the three-hour event, teams were running out! In the end, the votes were tallied and PCAM took a respectable 4th place finish while our old friend Dave (Tower Dave) Sheber snatched second place and our friends at EAA took a well-deserved first place!

Congratulations and get ready for next year! The event exceeded all expectations including turnout. Thank you to Sonoma Jet Center for hosting the event, and thank you to all who participated. Proceeds will go to all of the non-profit organizations at STS!





## Youth and Education

### There's An Airplane At My School!

On Friday, March 15, PCAM members Lynn and Dana Hunt descended onto the grounds of Robert L. Stevenson Elementary School for Career Day. They brought with them several teaching aids including a cockpit simulator and a partially restored BD-5 Microjet.

The event was organized as a way to keep kids coming to the last day of school before their week off for spring break. They also got a chance to learn about different careers and think about what they want to be when they grow up.

Upon loading in the BD-5, several kids remarked with excitement about the real airplane that was being wheeled into their courtyard. Before the wings were even attached a small group had gathered with curious wonder, quickly being rushed off to their classes to await their turn. One by one, each grade was brought out and broken up into smaller groups that went around to each station to learn about the different careers. There was a plumber, firefighter, city bus driver, accountant, and others giving 10-minute presentations to each group.

In total, PCAM gave about 40 presentations to some very enthusiastic kids, some of whom had never seen an airplane up close. They were amazed at how small it was and questioned whether or not it could actually fly. Lynn and Dana showed them the inner workings of an airplane, why we need cockpit simulators for training, what most of the buttons and switches did, some tools used for working on airplanes, and a very basic understanding of how an engine works.

The day flew by. In the end, it was noted that PCAM had the best presentation with the City Bus following with a close second! Many thanks to Carmen Wandel and Kellie Lennon for getting PCAM involved. This is the kind of stuff we live for!



All set-up for the students



Lynn giving instruction

## Member Story

### Dana Hunt, A Man Of Varied Talents

By Kathie Morgan

Dana Hunt, 38, has been with PCAM "right from the start," but became a member officially starting in 2012. He was elected to board membership in 2021 and voted in as vice president that first year.

His various responsibilities include conducting all membership meetings and all board meetings, overseeing all social media, leading the website team that's creating the new website, coordinating all guest aircraft for the monthly Hot Dog Thursdays, managing display days for guest aircraft, creating the Thirty-Five Year Anniversary logo, designing all new aircraft signs, "and I'm also president," he says with a chuckle. "And apparently I'm the newsletter editor."



Thirty-Five Year Anniversary Logo

Dana Hunt  
(continued)

Does this schedule leave him time for hobbies? Yes indeed! Hunt enjoys acting and has acted in some 15 or so live dramas since first taking the stage in 2009. He joined the Left Edge Theatre in 2023 because they were staging "Airness," a play he liked enough to audition for. In February this year he had a lead role in "Everybody" written by Brandon Jacob-Jenkins.

"I went with a friend to see Dana's play. He was quite good in the part," says Prisca Waltenspiel on the Straight Scoop staff.

Does his work with the acting group make him a better PCAM president? "Absolutely!" says Hunt. "It's given me the confidence to be a better speaker. I'm now at ease speaking to large crowds. I can sing karaoke in front of a large audience. I love the roar of the crowd, love making people laugh."

## A Look Back In Time

Before the 'Straight Scoop' there was 'As The Prop Turns', a meticulously crafted newsletter that told stories, informed readers of the many projects going on around the airport, gave helpful flying tips for pilots, and reported on all the local air shows around the state. In celebration of 35 years, we take a look back in time at one such article from the Spring 1993 issue of 'As The Prop Turns' written by Ian Wayman, one of the founding members of PCAM, who now flies for the National Museum of World War II Aviation in Colorado Springs, CO.

## I Remember When • Ian Wayman

I was lucky enough to be Larry Rengstorf's co-pilot in a Bamboo Bomber. It was a typical hot summer day in that summer of 1980. The whole gang from Lloyd Hamilton's following was on their way to an airshow in Madera. Lloyd was to fly #16 the only flying Sea Fury he had way back in those days. Lynn Hunt flew the newly flying AT-6/SNJ project with Steve Penning in the back seat. Bob and Cindy Clopton followed along right behind in Bob's Harvard while Larry pointed the way to Madera for everyone with that stubby little nose of Lynn's Bamboo Bomber.

Somehow poor Larry got stuck flying with that new kid on the block, me. In hindsight I feel sorry for him. Larry was, and still is, the best photographer in the bunch. So Larry naturally takes the pictures.

During this flight however, Larry couldn't fly and shoot pictures all at the same time. In order to get some decent photos he had to climb into the back of the Bamboo Bomber onto that huge seat, while little ol' me flew the dang airplane.

This was about the first time I had ever flown this airplane. By the skill with which I flew it this day, you'd think it was the first time I'd ever flown. I couldn't hold an altitude or a steady platform for those guys to fly formation with if my life depended on it. Poor Larry, he didn't know whether to give up, yell at me some more, or make

me take the pictures while he flew.

I was trying with all my might to hold it steady. My fists were clenched around that old yoke so tight it probably thought it had another brand new cadet up for his first flight. Which is exactly how I felt. After a few dismal moments

lence.

Larry and I looked at each other. "Wow", was the only thing my brain could muster. It was too busy trying to put my heart back into my chest where it belonged. I'm sure both Larry and I had smiles from ear to ear.



Ian Wayman

Lynn Hunt and Steve Penning in the bare metal T-6 with Bob and Cindy Clopton in the Harvard.

of Larry's picture taking (while Lynn and Bob tried desperately to follow my roller coaster lead) he climbed back up front.

By this time we were over the middle of the hot Central Valley. Just as Larry began to wiggle back into the left seat and things began settling down the entire windshield was filled with airplane! So close you could have hit it with a yardstick! Or so it seemed! The Australian markings flashed by instantly making both Larry and my own eyes bug out big as silver dollars. As quickly as it appeared it disappeared. An instant later we bubbled through its wake turbu-

Lloyd had done his little surprise attack. The Sea Fury went by so fast it made us feel like we were going backwards. A few minutes later we began our high speed (don't remind Lynn) descent toward Madera. After a few flybys, Larry brought the T-50 in for a landing. The hot weekend was enjoyed by all until we tried to start those old Jacob engines to get home. But that's another story for some other time. In fact, that was the reason I got my one and only ride in a Sea Fury. But, then again, that's another story too.



## Dates to Remember

### Member Meetings

April 17, 2024

May 15, 2024

June 19, 2024

*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.

### 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.

We have Open Cockpit on select Saturdays except January and February (because of the weather) Check [www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org) for information regarding dates and which aircraft will be open.



Jim Mattison, crew chief and docent



**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](mailto:dougclay@gmail.com).



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Office of Education



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*Santa Rosa*

## 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 Dana Hunt at [albaviper44@yahoo.com](mailto:albaviper44@yahoo.com) or 707-540-5758.

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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