



STRAIGHT SCOOP

PACIFIC COAST AIR MUSEUM

Fall 2024

President's Message

We made it through the summer! As many know, summer is always a busy time of year for PCAM, with events, parties, tours, etc. Most of our Hot Dog Thursdays take place in the summer and, of course, there's the car show! We have had a very successful summer, greeting many smiling faces throughout. Our museum continues to gain visibility within our community and beyond! Our Swag game has increased with multiple t-shirt designs and plenty of other goodies to go around. We've also received good news on our building projects, which are moving forward nicely. More will be explained later in this newsletter. We now set our sights on closing out the year strong. An area for improvement is finding new volunteers, a fresh batch of spring chickens who dream of aviation not only in their sleep but even in their waking hours. People who come with fresh ideas and excitement. It's not easy running this juggernaut, and we always need all the help we can get. If you've got a lead on someone who would make a great volunteer, please let us know! As always, keep your eyes on the prize!

Dana Hunt

Flight Wing

By Lynn Hunt

Greetings:

The passage of time is certainly something we all are aware of and even more so as we grow older. In our younger years we tend to pay less attention as time seems to be something we have in abundance. As we age it becomes more and more precious so we tend to monitor its spending more judiciously. I have now reached an age where the laws of probability begin to influence my time-spending choices and I must prioritize where my time is spent. This is less a commentary on my time remaining and more of a reality check on the vast number of items remaining on my to-do list. In deciding what must go on both sides of the ledger I have decided to make some changes in my PCAM menu. I will be stepping down as Flight Wing Director as soon as a suitable replacement can be identified and trained. In addition to Flight Wing responsibilities this will include my involvement with the Windsor High STEM program.

It remains my highest priority to see to it that the success of these two programs is assured. The Flight Wing Program serves three main objectives. From the very beginning at PCAM, as reflected in our first charter statement, we intended it to be a "flying museum" referring to at least some assets to be maintained in an airworthy status. Accomplishing this goal can come at great cost in time, labor and money, but to those museums who choose such a path comes the ability to attract a unique group interested in and willing to support this goal. What is required for the most part is a group of uniquely talented people capable of restoring aircraft to airworthy standards and able to establish a program capable of safely operating the aircraft. What resulted at PCAM, much like at other museums, was that the program attracted the necessary talent to enable it to function this becoming a win-win situation for PCAM.

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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."

A second surprise that was rightfully managed by the Flight Wing involved the donation of aircraft to PCAM. Often these aircraft had issues the resolution of which caused the aircraft to be difficult to market. The aircraft still had value and in the right hands this value could be maximized and the aircraft in whatever state could be marketed for some value. In most cases these donations did not represent any historic significance so there was only a monetary interest in the aircraft. Over the last ten years over a dozen such aircraft have been donated to the museum and have been sold raising over \$200,000 for the museum. This program shows no sign of slowing.

A third involvement currently being addressed is the special arrangement we have with Windsor High School and specifically their STEM program. This program, available to juniors and seniors, includes becoming involved with commercial businesses off campus who employ and utilize graduates of fields that the students are interested in, thus providing the students an opportunity to experience first-hand their chosen career path. Students interested in Aerospace or Aeronautical Engineering would be funneled toward PCAM Flight Wing for two hours per week, eventually amassing 30 total hours thereby satisfying a graduation requirement. Over the last 10 years over 60 candidates have completed this program at PCAM. It has been one of my greatest pleasures to get to know these young people. I remain in touch with several, tracking them past high school graduation and on to college and eventually into the industry. It is absolutely imperative that this program continue.

So what does this mean for me? Well, I plan to still be around albeit in a lesser capacity. It seems that the airport is where the majority of my "other" projects are located so I would submit that I will still be in close proximity. If perhaps some of you are interested in the activities mentioned above I am happy to discuss any of it with you.

Lastly, there is no sadness here, at least in my behalf. The gift given to me by PCAM is immeasurable and certain to continue. I am focused on the path before me and the many great things that lie just ahead.

General Meeting Round-up

For those of you who have not made it out to the last couple of meetings, here's what you missed.

In July, we were joined by the always entertaining, always informative, inspirational and story-filled sensei Lynn Hunt. The topic was water operations in a seaplane. Being quite the jump from the typical pattern work all pilots are used to, water operations bring additional challenges such as water conditions, boat traffic, and the local wildlife. Whether landing on a smooth, glassy lake, swooping into a winding river, or tackling the ocean swells, the pucker factor can be extraordinary. Make sure the plugs are in and hit that water at just the right speed and attitude, or you're in for an unexpected ride.

In August, due to dwindling attendance and exhaustion from the lone wolf who puts all of these meetings together, we decided to try something different. In the spirit of that age-old equation of food + people = good times, we decided to bring back the Volunteer BBQ. Not only to say thank you to those who put in the hard work and long hours but also to entice the ones who have been mostly absent to exit their caves and embark on a welcoming journey back to PCAM. We were greeted with a good turnout and an excellent menu, prepared for us by the Flight Wing with such delights as tri-tip, BBQ chicken, Caesar salad, baked beans, and other assorted goodies. It was a nice change of pace and good to see so many familiar faces.

September brought a very short meeting to allow for the volunteers working the car show to get the maximum amount of rest and preparation time. Just the usual updates and an entertaining video to leave people inspired and excited for the future.

Speaking of the future, the directors have discussed cutting back on our general meetings, especially in the colder months, due to low attendance, miserable weather, and other factors. We would still have our yearly Christmas party and award presentation. Nothing has been finalized, and feedback would be greatly appreciated.

Elections

It's that wonderful time of year when we look to the membership to see who would like to join our fun group on the Board of Directors. Gary Greenough will be termed out at the end of the year, while Sarah Kerkhof and Tony Bassignani have chosen to re-run for a second term. If you enjoy working in a team atmosphere and are interested in all the goings at PCAM, you could be a great candidate. We will be quite busy this next year and if you can handle the pressure and have the free time, consider running for the Board.

If you're interested, please submit a 100-word essay describing yourself and detailing what you can bring to the Board. 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 12. We will announce the top two vote-getters at our general meeting, and at the December board meeting those two newly elected directors will join in voting for a third director. Then the board will assign officer positions. Directors serve a three-year term and are limited to two consecutive terms. These terms begin on January 1 and end on December 31 three years later.



Veterans and Oral History

Richard "Rick" Bryson



Richard "Rick" Bryson was born on July 19, 1952 in Anadarko, OK, but moved to Los Angeles when he was very young. He lived in Burbank for three years and then relocated to Torrance where he attended most of his schooling through high school.

Because he was subject to the last year of the Cold War period selective service, and had a low number, he decided to enlist in the US Air Force, versus being drafted. He did his basic training at Lackland AFB in San Antonio, TX. That's where he learned team-building skills and who had leadership abilities.

His first duty assignment was at Castle Air Force Base in Northern California. He was assigned to an administrative assistant position in air traffic control operations. At that time Castle AFB was a very active Strategic Air Command "SAC" base with B-52s and KC 135s. He performed duties that supported the base operations. That's also where he received his high altitude depressurization training.

Rick spent 2-1/2 years at Castle AFB before being reassigned to Lajes Field or Air Base No 4 in the Azores, Portugal. The Navy flew P-3 Orions there, the Army ran the docks, and the Air Force ran the base operations. That's where he received his survival training from para-rescue trainers because of unidentified security concerns during that period. He worked in the Air Traffic Control squadron, giving him a birds-eye view of the base. While the weather was often beautiful, the winds could be brutal, blowing over 50 mph. To get around the island, Rick purchased an old car which he humorously described as being one of many, like the cars found on the streets of Havana, Cuba. He served in the Azores for 1-1/2 years, and re-enlisted for another tour while there.

Rick spent the rest of his enlistment period in Naples, Italy which was a NATO base. He worked in the Commander of NATO Air South Building for one year. Then he was put in charge of the classified document registry. This involved maintaining all classified paper documents since this was before computerization. On occasion he "caught hops" to places like Ankara, Turkey and Athens, Greece. They also were able to "take rides" in planes like the P-3 Orion, often flying fast and low to the ground. Since his service was during the Cold War period, they conducted many defense-related exercises.

During his last year in Naples, he married a woman who was in the Navy in the Azores at the same time. She finished her tour before he did, and went to the Washington Navy Yard in Washington DC, where she worked in a hospital. When Rick's tour was up, he joined her in DC, but being a "Southern California boy," DC didn't suite him well. He separated from his wife at this time and returned to California. Not wanting to live in Los Angeles, he contacted his father who now lived in Santa Rosa, and moved in with him. In 1979 the relatively new Hewlett-Packard facility in Santa Rosa hired him. The organization skills he learned in the military helped in this career. He started out in manufacturing, building various products. Then he transitioned to an electronics technician position after getting his electronics degree at the Santa Rosa Junior College. He spent thirty-six years working at the HP/Keysight facility before retiring.

While working at HP, he met his current wife who also worked there. They had two children and are happily married.

Rick's military career gave him the opportunity to explore other parts of the world and to develop skills that have been beneficial to him throughout his life. Thank you, Rick, for serving seven years in the USAF during a challenging period in our nation's history.

Raymond Burgi



Raymond Burgi was born in San Francisco on Aug. 22, 1942, but eventually moved to Penngrove (Sonoma County) where he was raised.

He enlisted in the US Navy during the Vietnam War era (1966) because all of his friends also chose the Navy. He was sent to San Diego where he took a series of placement tests and was assigned to an SK (Storekeeper) classification. From there he went to Long Beach where he was assigned to the USS *Niagara Falls*, ASS-3, a supply ship destined for the South Pacific. However, when he and four other sailors got to the dock they discovered that their "ship" was merely a keel, the bottom-most structure of the ship. Burgi learned that he was being assigned to help "outfit the ship" as it was being built piece by piece. For the next 6 months, he helped identify what special equipment was needed on the ship (e.g. large refrigerators, etc).

Eventually Ray was sent to Alameda where a mockup ship existed and was used to determine how all of the supplies that were needed would be stored to maximize the efficiency of the limited space. They also created an inventory sheet with bin numbers to allow the crew to easily locate where each item would be stored. This planning maximized the efficiency of loading the *Niagara Falls* when it arrived in Alameda in early 1967. Afterward, Ray participated in "sea trials" before the ship was launched.

However, he never launched with the *Niagara* because he was reassigned before then to the USS *Tatnuk*, a diesel-electric 142-long tug, in Bremerton, WA. The previous storekeeper had fallen ill and Ray replaced him. Since three months had passed between the loss of the prior storekeeper and Ray's arrival, when he boarded the *Tatnuk*, he discovered piles of unprocessed paperwork that had mounted up. This seriously interfered with the ship's operations and launch date, so Ray was greeted with applause by his shipmates who knew he would address this mess and help expedite their deployment.

While at sea, the *Tatnuk* helped with wreckage recovery and various special assignments. These included tasks like helping tow larger ships that had lost steering capabilities, and relocating large ships to other ports. On one occasion they even responded to an SOS call from a yacht off the coast of Oregon, and towed them to safety since they were the closest tug.

On some international assignments they encountered interesting experiences like an unidentified submarine following them for several days and fishing vessels dropping their nets in front of their tug. They never discovered the purpose of either of these strange events.

Ray left the Navy early in 1969 for compassionate reasons (dying relative), at a time when the Navy was reducing staffing levels. He went to Switzerland (where his father was born) to take care of family business, and then travelled through several European countries. When he returned to the States, he worked for Dexter Enterprises, which owned several automotive parts supply companies. Ray oversaw inventory management within these companies. The skills Ray had acquired while in the Navy were instrumental in his career selection.

As the crews of both ships to which Ray was assigned knew, the task of maintaining a good inventory of critical supplies was key to their missions. Ray's expertise made this possible. Thank you, Ray, for your service to your fellow shipmates, and to our country.

Kenneth Fox



Charter Oak HS 1964

Mr. Fox

Life is full of coincidences. Some people encounter more than their share. Kenneth Fox is one of those people, a veteran with stories to tell.

Ken was born in 1934 in Camden, New Jersey. His family moved to Southern California when he was 14, living with his father's brother, General Fox (USMC). He attended Alhambra High School briefly, then returned to New Jersey for two more years.

Then he was back to Southern California, where he completed high school and began his first semester of college at the University of Southern California, studying pre-Dentistry.

At that time, the United States had the Selective Service with limited educational deferments. Ken was drafted into the Navy in March of 1956. Because of his recent studies in dentistry, after boot camp at the San Diego Naval Training Facility he was assigned to the Navy's dental school, graduating second in his class of Corpsmen with a rating of Dentalman (DN) or dental assistant.

Ken was assigned to the Marines at Camp Pendleton, CA. There he performed the duties of a dental assistant, including taking oral X-rays, assisting the dentist in dental procedures, and keeping records.

Interestingly, his older brother, Bill "Red" Fox, had been drafted into the Marine Corps during the Korean War. Bill had played minor league baseball for the New York Giants, and the Marines, somehow and with great foresight, assigned him to the Marine Corps baseball team.

At Camp Pendleton, it was only a short walk (80 feet) between the barracks and the dental office. One morning, a certain Marine lieutenant noticed that Ken's group was walking that short distance without any head gear. A severe breach of military protocol, for sure. The Lieutenant gave them a hard time for this infraction. Later on, the lieutenant was in for some dental work, and somehow one of his teeth was marked for extraction. The dentist, a Navy captain, recognized that there was some due process at work and did a successful extraction. Justice was served.

While working at the dental clinic, Ken remembers meeting a certain patient - Lee Harvey Oswald - who was also a Marine, 1956 to 1959.

Ken served for one-and-a-half years, and was honorably discharged when the Eisenhower Administration reduced the budget for the military services.

He then reconsidered his options and started working as a substitute teacher at high schools in the East San Gabriel Valley, Los Angeles County.

And he went back to school to get his degree ... on his own dime, at UCLA.

While at college, he heard that President John F. Kennedy would be visiting and giving a speech at a local hotel. His fraternity, Sigma Nu, was

coincidentally having an event at the same hotel on the same date. Ken managed to position himself in a perfect spot to greet and meet President Kennedy as he came over with the Secret Service to spend a few moments with the college kids before going back to his event.

So, interesting coincidence, meeting both President Jack Kennedy and Lee Harvey Oswald.

Ken taught civics and history at Charter Oak High School in 1964, and Royal Oak High School from 1968 until 1968. He is happy to discuss the intricate details of the Constitution and the American government.

While teaching in Covina, another coincidence occurred. Our long-time PCAM Volunteer Carol Lawson also went to school in Covina, and Ken was her civics and history teacher at both schools. Fifty-six years later, they bumped into each other for the first time at the June Hot Dog Thursday.

Ken also mentioned another coincidence. His uncle, William J. Fox, was a noted Marine Corps pilot, and civil engineer. As a lieutenant colonel, he directed the construction of Henderson Field on Guadalcanal and later commanded that airfield. After the war, he worked in civil engineering for Los Angeles County. The Lancaster CA airport (KWJF) is named after him – General William J. Fox Field. Some of us have flown into that airport, and it is going strong.

In 1969, Ken and his wife moved to the Santa Rosa area, and Ken began teaching at Piner High in School Santa Rosa. And, by coincidence, another Charter Oak student of Ken's, Mr. Larry Jay, also moved to Sonoma County and taught at Sebastopol's Analy High School, along with Nancy Sandborn (PCAM Oral History Team).

Ken was very interested in the politics of Washington DC, particularly the Watergate episode of the Nixon Administration. He and his wife put together a board game called "Waterquake," (somewhat like Monopoly), that highlighted the events of the Watergate scandal. This sold over 200,000 copies in the 1970s, many in the gift shop at the Watergate Hotel! While on one of his many class trips to Washington DC, he and a friend were able to arrange a special visit to the White House and the Oval Office (the President was elsewhere). He noted that the Secret Service had investigative background notes about him and his Waterquake game.

He recently retired at the age of 90, is still going strong, and volunteers today with a civic action group. Ken is highly appreciative of those who, in his words, "really" served – overseas, combat. But we should note that it takes everybody, and Ken's part was essential too.

You can meet Ken at Hot Dog Thursday, where he likes to come out and socialize.

Thank you, Ken, for your Service! And 55 years of teaching and inspiring students! Awesome!

Ronald "Ron" Mulhern



Ronald "Ron" Mulhern was born on April 24, 1944 in Greenfield, Iowa, and grew up there. He remains close to the town to this day, including the local airport originally carved out of a cornfield. When he was 15 he used to drive a 1922 Model-T to retrieve pilots who flew in. Two years ago, at age 78 he returned to the Greenfield airport and entertained locals with stories of the past and to see a Timm aircraft being restored. The Timm was an open cockpit trainer, and the PT-xx models were in competition with the Stearman during WWII, but lost the military contract to Stearman. Ron believes the Timm in Greenfield is one of only 5 remaining flyable versions of this model aircraft in the US.

Aviation has been part of Ron's life since he first sat on his father's lap at 6 months of age, while his father flew a Piper Cub. Interestingly, Ron currently also owns a Piper Cub, along with a Cessna 170B which he's owned for 40 years. Both aircraft are conventional gear airplanes (tail draggers).

While attending Iowa State University, he was "mandated" to join the ROTC since it was a land grant school. He served in the Air Force ROTC unit for his first two years. He eventually transferred to San Jose State University, where he received his draft notice from the Army.

He went through Officer Candidate School (OCS) at Fort Benning, GA, and learned to fly at Fort Rucker, AL where he flew unpressurized, fixed wing civilian aircraft. The last airplane he flew in flight school before deploying to Vietnam was the Cessna O-1 Bird Dog. In Vietnam it was used to go out and find targets of opportunity for bombing raids, thereby serving as a "forward controller." Then it would fly back into the assault zone to see how effective the raids were.

He also learned how to fly a DeHavilland Beaver, DHC-2. He flew the Beaver around Cam Ranh Bay for an Engineering Outfit. Later he flew twin-engine aircraft (King Air) for General Abrams, among other officers and VIPs, including celebrities who came to Vietnam to entertain the troops. Shortly before one scheduled flight Ron, with some trepidation, advised the General, that the weather was not good for flying; fortunately the General took the advice gracefully.

Ron served in Vietnam in the US Army for 18 months and achieved the rank of Captain. He earned a bronze star for meritorious service in a combat zone, and several Air Medals. In 1971 he served as the Commander of all troops at US Army Fort Hunter Liggett in Southern Monterey County.

□ After Ron left the service he earned an Airline Transport Pilot (ATP) rating at Reid-Hillview Airport and Flight Engineer certificate using the GI Bill. He also returned to San Jose State where he earned a Bachelor's degree in Aeronautical Operations Science.

Ron was hired by American Airlines where he served for 31 years. In the early years he was "furloughed," but unlike his coworkers, he worked performing any task at the airline to continue to build seniority. He flew the Boeing 727 as a flight engineer, and then progressed to co-pilot status on the DC-10. In his last 5 years he flew the Boeing 777, most often flying the Los Angeles to London route. He ended his career as #42 on the American Airlines seniority list.

In 2017 Ron decided he wanted to earn a tail dragger rating in a twin-engine aircraft. While attending the Oshkosh Airshow, he flew second in command (right seat) in a B-17 Flying Fortress, and earned his type rating.

In spite of his eight decades of age, Ron remains motivated to broaden his horizons and continue his love for aviation. His enthusiasm has spanned his entire career and benefitted many people during his military and civilian flying careers. PCAM thanks Ron for sharing this enthusiasm with them and for his noteworthy service over the decades.

John Richard Schmidt



John Richard Schmidt was born in San Francisco on Aug. 5, 1947. Early exposure to the military was responsible for John's decision to enlist in the military later in life. His father served in the Army in SF and later transferred to the CA Army National Guard, eventually in Tiburon. He was a motor pool sergeant and gave training using cutout transmissions.

The family moved to San Pablo Ridge where his father worked on assembling missiles for Nike Missiles.

Eventually they moved to Santa Rosa when John was 10 years old. John attended Analy High School in Sebastopol and Montgomery High in Santa Rosa. During this time, he worked with his father at the gas station they owned because he enjoyed working with mechanical things.

On July 5, 1965 John joined the Navy as a "minor enlistment" since he was under 18 years of age. John chose the Navy because he greatly admired a brother-in-law who was in the Navy. A minor

enlistment lasts only until the enlistee's twenty-first birthday, accounting for why John served only three years in spite of his efforts to remain in the Navy. The recruiter promised him that he would be assigned the position of machinist mate or engine-man, which he preferred because of his previous work at the gas station. However, this didn't happen.

He served in the US Navy during the Vietnam War, from 1965 until 1968, and the Alaska Army National Guard from 1982 until 1989.

He spent boot camp in San Diego, CA at the Naval Recruit Center. For the first three weeks he went through basic team building training and "spent a lot of time marching." Punishment after a minor infraction once resulted in John being required to scrub the entire squad bay with a toothbrush. Boot camp lasted eight weeks, including working with a mock-up of a Navy ship, learning proper Navy terminology, knot tying, shooting, fire suppression training, swimming/floating, lifeboat training, jumping off a ship deck training using a 30 foot tower, etc. During this period he took a battery of tests which, to his initial dismay, led to his assignment as a radioman and not a machinist.

John was then assigned to the Radio Communications Center in San Diego, adjacent to his prior camp. At that time, everything was done with typewriters and teletypes, so he had to learn Morse Code and how to type. To pass the radio school competency test, he had to be able to transcribe at least 18 words per minute. He also learned basic electronics to be able to tune and maintain their radio equipment.

While on a 30-day leave he became engaged to his future wife before being sent for the next 13 months to the Naval Communications Station on Adak Island, AK as a Radioman. He arrived on the island in a DC3 transport plane. At that time, all transmissions going in and out of Adak were via teletype. Adak was previously a WWII base intercepting invading Japanese soldier entering Alaska. Because of this, John and his fellow sailors had to be wary of live mines remaining on the island.

The radio equipment John worked with was pre-transistor technology. He worked with 10 different systems for which they provided frequencies. Interference was commonplace, so he and his coworkers were constantly looking for good frequencies. Their teletypes messages were sent encrypted over their radios, and were destined for Vietnam, Korea, Hawaii, and Japan. They also supported a direction-finding site antenna that monitored the SOS frequency at specific times, helping locate ships that transmitted emergencies. Today satellites do this task.

John enjoyed exploring Adak Island during his time off because of the many WWII remnants still there. (Most have since been removed.) Weather on the island was frequently foggy or rainy, often with high winds, making air transportation to/from the island challenging.

After John's assignment in Adak, he put in for duty in Barrow, AK, the South Pole, or NAS Alameda, CA, but he didn't get any of them. Instead he was assigned to "Inshore Undersea Warfare Group One" located in Long Beach, CA. It sounded "intriguing" and he wasn't disappointed. His duty station was Mobile Inshore Undersea Warfare Unit 13 which was responsible for setting up harbor defense facilities for the ports in Vietnam. This included the deployment of sonar buoys, radar facilities, and radio facilities. His unit also received an old modified PT Boat called an Air Vehicle Rescue Boat with a hoist on the back, used to lift planes out of the water (as was done in WWII). It was never deployed in Vietnam, so it became their "play boat."

John remained in that unit for almost one year and was then assigned to Unit 11 which didn't go to Vietnam because the Sullivan Act didn't permit the last surviving male of a family to be deployed to a war zone. Instead, John trained WestPac Units that were deployed to Vietnam. At this time, he also learned "semaphore," using flags to communicate.

John was released from the Navy when he attempted to volunteer for duty on Patrol Air Cushion vehicles in Vietnam, which patrolled the rivers. This was in 1968 when efforts were underway to begin pulling out of Vietnam.

He used the GI Bill to go to college to study Police Science. He also married and began a family. He worked during the day and went to college in the evening. In 1982, the Army National Guard set up a unit in Petersburg, and John joined that platoon. This allowed him to be promoted to an E-5. Their headquarters was in Juneau, where he trained annually.

In retrospect, John believes that military and national guard training are “the best training for young men in the world.” This is a common theme among many of the military veterans interviewed by the Oral History Team to date.

For years of service in both the US Navy and the National Guard, and for his work as a policeman, PCAM expresses their appreciation to John for his dedication to our nation.

Hot Dog Thursday

HDT has continued to be a big success for PCAM during the summer months. While we didn't break any records this year, the numbers stayed firm in the 600 - 750 range. Our hat's off to the volunteers who work tirelessly around the clock to put these events on. We get first-timers out here all the time who never knew this existed. We have returning patrons who drive many miles to indulge in a hot dog and enjoy the atmosphere filled with eye-catching wonder. We have gone with a new supplier of hot dogs which bring new and vibrant flavors to the game. I don't know if I've ever had such a good Polish dog before. With one more to go before the season is over on October 3rd, get out to Hot Dog Thursday for one last great lunch of 2024! Your tastebuds will thank you!



Two Veterans Are Honored with American Flags at the August Hot Dog Thursday

At the August 1 Hot Dog Thursday luncheon, two worthy veterans were honored with a flag flown over the US Capitol Building in their honor. With the greatly appreciated continuing support of former US Capitol Police Chief Steven Sund, the Oral History Team acquired certificates and flags for Korean War veteran Roy Cratty, and Vietnam War surgical nurse Marsha Holden.



Roy enlisted in the US Marines where he served in George Company. He patrolled along the 38th parallel between US and enemy encampments. One day, while leading a squad patrol, he stepped on an anti-tank mine, and landed about 25 feet away. When he regained consciousness, he noticed that his lower leg was hanging by a thread, which was later amputated. Roy was awarded a Purple Heart and was discharged from the Marines in March of 1953. In June, he began working for the US Forest Service in and around the Tahoe National Forest as a fire lookout which turned into a long term career (from 1953 until 1972). Over the years Roy also volunteered with Wounded Warriors, helping soldiers suffering from PTSD



Marsha served as a Naval surgical nurse on the US Naval Hospital Ship "The Good Hope" tending to wounded soldiers and later at the Naval Hospital in DaNang. Her skills were in great demand in both places. While on a humanitarian visit outside of DaNang, rendering medical aid to local villagers, she was captured and held captive by Vietcong soldiers for several months. During her incarceration, she was forced to treat Vietcong soldiers with life threatening injuries. Eventually she was rescued and continued to serve in the Navy until 1995, including at Bethesda Naval Hospital where her experience with severely wounded soldiers was invaluable. Marsha continues to serve others to this day by volunteering at the local Food Bank in spite of suffering from multiple sclerosis.

Both Roy and Marsha epitomize dedicated military veterans who sacrificed their safety for their country, and who continue to serve our nation. They are most deserving of this recognition, which PCAM was proud to facilitate.

Ted Moneymaker celebrated his 100th birthday



On July 6, 2024 WWII Veteran Ted Moneymaker celebrated his 100th birthday with nearly 100 family members and friends at the Pacific Coast Air Museum. Lynn Hunt and Duane Doyle, owner of a North American T-28 Trojan "trainer aircraft," treated Moneymaker, an avid aviation aficionado and former Cessna 195 owner and pilot, to a flight in Doyle's aircraft.

In spite of triple digit temperatures, Ted was determined to celebrate his birthday with a chance to fly the T-28. The aircraft is difficult to board, but the centenarian showed his amazing fitness as he entered the rear seat. After Hunt showed him a few maneuvers, Ted took the controls and launched into a loop and roll. Lynn's reaction was "this guy's a natural."



With a big smile, Ted's "ready to go"



Ted with sister-in-law and nieces in PCAM's Butler hangar

Ted continues to enthusiastically talk about the flight and hopes for another opportunity to fly it again. He recently stated that he now knows the aerobatic maneuver entry speeds and will do much better the next time. What an inspirational guy! Thanks, Ted, for allowing PCAM to share this milestone birthday celebration with you, and for all of the support you've given to the museum activities like HDT over the years. May we share many more birthdays with you in the upcoming years.

A-6 Monument Dedication

By Dana Hunt

With mere hours to go until the celebration for our new A-6 monument that was delivered earlier this year, our own Mark Fajardin feverishly put on the last of the new markings and other accessories that made our Intruder stand out from the rest. With the job completed, it was time to gather as we were greeted by Ken Wadlich, the president of the A-6 Intruder Association, and Mike Novak, its previous president and the one who delivered our A-6 to Alameda Naval Air Station in the squadron that it now represents, The Silver Foxes. A crowd gathered for a nice little presentation about the Association and the aircraft itself. After that, everyone gathered at the Intruder where the colors were presented and the monument was unveiled to the public. Weighing over 12,000 pounds and carved out of granite, this magnificent monument is a tribute to the community of people involved with this historic aircraft. Those who flew her, worked on her, and designed her, and those we lost in battle. Our Intruder has touched a lot of lives throughout its career and continues to tell its story. If you haven't already, plan to come visit this amazing monument. PCAM is honored to be one of the few museums to display it.



Wheels & Wings 2024 Shatters Records!

By Dana Hunt

In the early hours of the morning, before the sun could light up the fog, volunteers were already setting up signs and moving the last of the aircraft down for the Wheels & Wings Car Show. Cars showed up as early as 5:30 am. You could hear the rumble in the distance. People were anxious to get inside the event. The sun finally showed up around 6:30 am, and the cars began to enter. Parking went smoothly with very few hold-ups. In no time at all everyone was in and parked. It was a sea of color and shine, tires far and wide, a unique collection of early classic cars as far back as the early 1900s, and a dose of modern ingenuity with a couple of cars barely a few years old. European cars were also represented. If you built it, restored it, or just worked on it, you deserved to display it and that's what makes Wheels & Wings so special. Apart from that, we are the only car show in Sonoma County that adds the aviation element with some beautiful displays among the classy cars. Cameras were snapping everywhere as people got to see these birds up close.

The hot dog crew rattled through over 660 hot dogs during the day, setting a theme for the event of breaking records. Wheels & Wings 2024 will go down as a bombshell year where we were able to fit 220 cars into our space and had close to 3,000 visitors to the museum. Shattering all previous records for attendance and earnings, the talk of town quickly became, "What are we doing next year?" Have we reached our limit on space. Time will tell. Raffle prizes went like hotcakes with three lucky winners earning rides in a Waco, T-28, and P-51. Awards for the people's choice for best car were held at the end, and the big win went to Efrain Andrade with his 1947 International KB2 Truck finally breaking a 3-year streak of second-place finishes. We had a steady flow of people all day and many made sure to compliment our efforts on a wonderful car show. One person remarked that they had been to all the others throughout the year and that Wheels & Wings stood out as the best of the bunch. Many promised to return next year as they love the mix of machines. Our thanks go out to all the volunteers, some of whom spent over 12 hours of volunteer time to make this event happen. When all was said and done, and all aircraft had been returned to their hangars, and the fencing had been put back on the perimeter, you'd have never guessed we had been there at all. Thanks to the team for a job well done! T-shirts are still available. See you next year on September 20 for Wheels & Wings 2025!









Member Story

Lest We Forget

Spanish-American philosopher George Santayana made the observation in the early 1900s that “those who cannot remember the past are condemned to repeat it.” Winston Churchill paraphrased it during WWII by saying “those that fail to learn from history are doomed to repeat it.” Eighty years since the D-Day invasion, Normandy residents show no intention of forgetting what happened on that day, June 6, 1944. Young and old alike actively participate in numerous ceremonies, reenactments, and activities honoring those who fought to liberate their beloved country. Their refusal to forget what took place 80 years ago should be a lesson to all of us.

The schools in Normandy emphasize the importance of that day in their history classes. Many of the youth help their parents decorate the graves of fallen soldiers with small flags of France and the liberating nations. Local towns decorate their streets and business frontage with flags and paintings of soldiers. Many locals own WWII vehicles that they proudly maintain and parade through the streets. Some even wear tattoos marking the importance of D-Day. The museums display extensive collections of photographs, film footage, vehicles and weaponry, statues, aircraft, and written accounts of the invasion.

Following are photographs from these museums, historical sites, and the local town celebrations held on June 6, 2024, including local residents, and several WWII veterans who participated in the invasion on that day. Also included is a photograph of Henry Montgomery, the grandson of Field Marshall Bernard “Monty” Montgomery. Henry participated in several British events on that day and shared stories about his current amiable friendship with General George Patton’s granddaughter, despite their grandfathers’ disagreements. The American Cemetery at Colleville-sur-Mer where 9,388 soldiers are buried (below.)





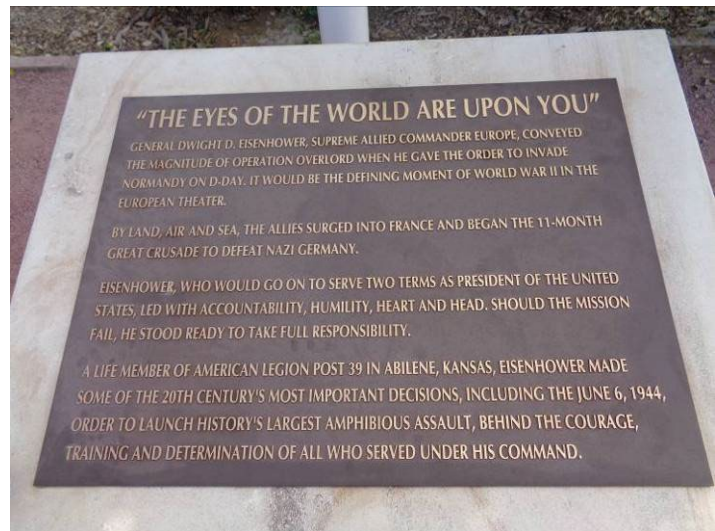
British Ceremony in Caen. WWII soldiers seated in the front row. Henry Montgomery seated in the 2nd row (white hat.)



Henry Montgomery, grandson of Field Marshall Bernard "Monty" Montgomery, at the City of Caen British Cemetery memorial service.



A brand new statue of Supreme Allied Commander General Dwight D Eisenhower in the town of St Mere Elise, and the words he spoke to the troops prior to the invasion.





Rudder's Rangers and the Boys of Pointe du Hoc scale the steep cliffs of the point on D-Day



Omaha Beach at high tide. Pointe du Hoc in the distance.



American WWII veteran Tony Malin arrived on the Normandy beaches in an LST (Landing Ship, Tank) on D-Day. Tony, a Hayward, CA resident, will turn 102 later this year.



One of the local Normandy residents participating with his American jeep in the D-Day ceremonies. Note his tattoo with the words "Lest we Forget" memorializing the importance of honoring those who gave their lives for liberation. Also note the 48 star American flag in his jeep.

BLAST FROM THE PAST

An article from our Fall 1993 newsletter 'As The Prop Turns'

Crusader Update • Alan Davilla

If you can remember the condition of the "U-bird" when it was sitting in the park in San Francisco, then you would not recognize it now. The dedication of the crew has transformed it rapidly back into a jet. Under all the thousand coats of paint, concrete, and enough sand to declare the museum ocean-front property, stands an F-8 Crusader

Since the arrival of the F-8 from the park in the city we have ground down the paint, removed the busted panels, and thanks to Bill Medin's jack hammer (which I busted twice) most of the concrete has been broken out. Lynn

Hunt finished off the rest with a two-pound sledge.

Lynn also cruised by with the crane and lifted the tail and stabilator up to the fuselage and bolted it on. It now looks like we have a green light for replacement parts. According to Lynn the Consolidated Salvage Company of Tucson has graciously donated an F-8 for the benefit of parts.

One of my crew and new PCAM member, Cleve Masad was an F-8 hydraulics technician with VMF-251. He will be working on the system to enable the variable incidence wings to move up and down, the speed brake to open and

close, and the same for the in flight refueling probe.

I will be working on the wiring to enable the anti-collision, formation and landing lights to return to operating condition. Hopefully the Navy won't take it back for their own museum when they see the great job we've done on her!

So I don't leave out the rest of my crew, a round of thanks to: Don Doherty F-8 pilot of VMF (AW)-232, Chris Hulen, Doug Hauck, John Miller, Butch Causey and of course the C.I.C.s Lynn Hunt and Steve Penning.



Seth Dempsey

Alan Davilla holds onto the refueling probe of our F-8; taking a break from the hard work of sanding off the paint.

OPEN HOUSE

In August, our Open Cockpit Saturdays culminated in our Open House event where we were able to open up about 15 aircraft for people to peek inside and see the inner workings. The planes we allowed people sit in had constant action. We had good attendance all day with minimal moments of down-time. Crew chiefs enjoyed plenty of chances to tell people about their aircraft, and many comments floated through the air of "I never knew that before!" We also enjoyed the amazing sight of some beautiful guest warbirds getting their display days in. The day didn't get as toasty as was forecast, and happy faces were plentiful. Everyone was very pleased with the turnout! We have a hit on our hands! Open Cockpit Saturday has one final round in October and will start up again in March of 2025 when the warmer weather returns. Thank you to all our volunteers who continue to make these events successful!



Dates to Remember

Member Meetings

October 16, 2024

November 20, 2024

December 18, 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 (because of the weather.) Check 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.



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PLATINUM
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Santa Rosa

Pacific Coast Air Museum

Location

One Air Museum Way, Santa Rosa, CA, 95403 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 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.

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 10th 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 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

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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