



STRAIGHT SCOOP

Volume XV Number 11 November 2009

To promote the acquisition, restoration, safe operation, and display of historical aircraft and provide an educational venue for the community

Pacific Coast Air Museum's

Educational Programs

The Pacific Coast Air Museum provides unique educational experiences for students of all ages. Special classes include:

HISTORY OF AVIATION *

PRINCIPLES OF FLIGHT *

BOY SCOUT MERIT BADGE IN AVIATION

SUMMER AVIATION CLASSES

These classes also include a "hands on" tour of our Huey Helicopter.

-
- These courses meet several of the California State Standards in
 - Social Studies,
 - Science & Math.

For complete information or to schedule a class, contact

Allan Morgan, Director of Education & Tours

at the Pacific Coast Air Museum 707-575-7900

The Pacific Coast Air Museum

Location: At the Charles M. Schulz-Sonoma County Airport, North of Santa Rosa, West of Highway 101, at 2230 Becker Blvd, off North Laughlin Road.

Hours: Tuesday, Thursday, Saturday and Sunday. 10:00am—4:00pm.

“Climb Aboard”: A selected aircraft is available to “Climb Aboard” the third weekend of each month (weather permitting). Please visit our web site at www.pacificcoastairmuseum.org or call 707-575-7900 for details or further Information.

Member Meetings: Normally held on the third Wednesday of each month, 7:00pm, at the Sonoma County Office of Education, near the airport at the intersection of Airport and Skylane Boulevards. Interesting speakers are featured at each meeting.

“Straight Scoop”

The museum newsletter, “Straight Scoop” is published monthly and is available on line on the museum’s web site. Members are highly encouraged to submit articles for possible publication. The deadline is the 26th of the month prior to publication. All articles in the newsletter are covered by copyright. If you wish to submit articles or use any of the content, please contact:

Chris Tart, Editor
1064 Maple Drive
Windsor, Ca 95492
707-836-9226
sctartusaf@yahoo.com

Membership Renewals:

\$30 per year individual; \$45 per year for families. Send renewals to the museum at the address below.

Address Corrections:

Please send to:
Pacific Coast Air Museum
2230 Becker Boulevard
Santa Rosa, Ca 95403

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Glenn Barrett 707-479-5299

Garry Beverlin 707-576-0350

Jim Cook 707-575-6944

Don Doherty 707-576-8199

Paul Heck 707-538-2200

Norma Nation 707-525-9845

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Kathy Kumpula 707-544-4311

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Newsletter Editor

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Publicity Coordinator

Doug Clay 925-736-7962

Volunteer Coordinator

Norma Nation 707-525-9845

Web Administrator

Help Wanted (badly needed!)

The museum needs an individual with some computer skills to assist with design and printing our short run tickets and temporary signs. Computer software used are Microsoft Paint, Avery Design Pro, Print Master, and Poster 8. All the simple to use software that has a very short learning curve to produce quality products. Ray Smith is available with copies of previously generated tickets and signs as examples. He can also tutor the use of the museum provided software. Older computer and printer hardware is also available. If you have some basic art skills, the software soon allows you to produce attractive and usable tickets and signs at a minimum cost to the museum. Besides, there is a great deal of personal satisfaction in seeing your volunteer efforts accepted and displayed.

Ray

The Pacific Coast Air Museum is on "Twitter"

Our Twitter site name is **PCAMAirMuseum**. We will be posting current happenings by "Tweets" under **PCAMAirMuseum** at [Twitter.com](https://twitter.com/PCAMAirMuseum). If you want to keep right up to speed on the very latest, log onto Twitter and check the PCAMAirMuseum Twitter site regularly.

Closer to our 2010 "Wings Over Wine Country" Air Show we will post the latest Air Show happenings at **PCAMAirShow** on Twitter.

If anyone wants to help set up & maintain a museum **Facebook** page, please contact Dave at the museum.



Climb aboard the F-106 on November 21st & 22nd

Executive Director's Update

The museum walkway and wooden bridge approaches are finished and working great. Many thanks to all who helped over several days with this project. It really looks good and provides a much better experience for our many visitors (and a better walking surface for our volunteers).

Congratulations to [Rose Pattenau](#) and her IL-14 crew for the fabulous Halloween theme Climb Aboard Event in October. The IL-14 was a "haunted house", the crew was in costume and trick or treat goodies were handed out. The event was a "hit". The DC-6 crew had their cockpit open that day as well and was also a big "hit". Thanks to everyone who made the October Climb Aboard weekend such a success.

The Pacific Coast Air Museum is now on Twitter (see article in this newsletter). We have been urged to get the word out by as many means as possible, and lots of folks search Twitter these days. Our museum Twitter account name is "[PCAMAirMuseum](#)". So log on frequently for the very latest in short blurbs about what's happening. We also have an Air Show Twitter site, [PCAMAirShow](#) and we will be posting key facts about our 2010 Air Show on this site closer to the event.

Once again this year the Santa Rosa Rotary and Kiwanis clubs are putting on a luncheon to honor veterans. It's on November 5th from 11:30-1:30 at the Santa Rosa Veterans Building. Tickets are \$15 and on sale at the museum Admin. Office. As in the past, we plan to have a Pacific Coast Air Museum table. So wear your museum logo shirt and join us.

You probably noticed that earlier this year we put up a re-designed and very attractive new Air Show web site. We are engaged in discussions with several recommended web design firms about re-designing our Pacific Coast Air Museum web site. This will be a several month project, but the results should be well worthwhile. One of the many changes we are considering is a "Members Section" of the site for museum members only. We were just notified of a grant from the DeSweet-Long Family Foundation which will cover most of the web site re-design costs. We will keep you up to speed on our progress.

With the arrival of Fall, Winter is not far away and for the Pacific Coast Air Museum that means Board election time and membership renewal time. The Board terms of [Don Doherty](#), [Norma Nation](#) and [Larry Rengstorf](#) are up and three people must be elected by the membership to fill those expiring terms. If you are interested, contact Election Committee Chair [Jim Cook](#) at 483-8811, or by e-mail at hawleyp@aol.com. All members should attend the November 18th Member Meeting at SCOE to hear each candidate's presentation on why they want to represent you on The Board of Directors.

In December you will receive both your Board Election ballot and membership renewal. It's easy at the holiday season to put the renewal form in the stack of holiday mail and forget to send it in. Why not just fill it out, attach your check and send it right back to us as soon as you get it? The museum needs you as a member and the membership fee goes directly into the operations and upkeep of your Pacific Coast Air Museum.

Have you met our new [Development Director, Barbara Beedon](#)? If not, come around to the museum and member meetings and introduce yourself. Barbara's role with the museum is to start and conduct an annual "giving" campaign for the museum to raise needed funds, and to conduct an effective Planned Giving Program. Barbara has a lot of experience in fundraising and we are delighted to have her on board helping the growing Pacific Coast Air Museum.

[Master Crew Chief Jim Cook](#) and I are working on several possible aircraft additions to the museum on loan from the National Museum of the United States Air Force as a result of our certification by them late last year. Possibilities include an F-100, RF-101 and F-15. The loan of each aircraft is contingent on the aircraft condition, the cost of any de-militarization and transportation costs. We are excited about the possible loan of these and other aircraft. We have requested a U-2 and an SR-71—you never know if you don't ask, right?

Make plans now to attend our wonderful Annual Holiday and Awards Meeting on December 16th at SCOE. It is a fantastic pot luck meeting with holiday cheer and lots of awards for deserving people.

Finally, from Betty and me to all of you and your families, our very best wishes for a Happy Thanksgiving.

Smooth Landings,
Dave.

The Pacific Coast Air Museum welcomes the following new members.

Mario Ghilotti—San Rafael	Pete Lewis & Gail Shaw—Fulton
The Kevin Holloway Family—Forestville	David Medina—Windsor
The Rob Heath Family—Windsor	Greg Stiling—Mocksville, North Carolina
The Hal Schulz Family—Sebastopol	Louie Biasotti—Healdsburg
Calvin Baker—Windsor	Scott Peterson—Santa Rosa
James M & Rebecca B. Jones—Santa Rosa	James N. Cole—Windsor
Jesse & Sally James—Rohnert Park	Kris Petersen Family—Santa Rosa
Steve Helm-	Eiji & Christine Ando—Santa Rosa
Martie Adams—Santa Rosa	Nancy Kelley—Cotati
Martin Schwartz & Martha Rampendahl—Santa Rosa	
The Daniel Zatz Family—Hower, Alaska	

The following donations are gratefully appreciated—
Jesse & Sally James, Rick Thorson, Eiji & Christine Ando

Guest Speaker for November

John Hazlett, B-52 navigator on Tagboard Program D-21 Drone Program from 1968-70

Learn all about the Tagboard Program . What, when, why and where facts. Demystifying Area 51. You won't want to miss this presentation.

It's a Happening Place! Climb Aboard Saturday at Your Air Museum

On Saturday, October 17th, the Pacific Coast Air Museum was full of laughter, the sounds of experimental aircraft, and the spooky sounds of a haunted “house”!

Through a partnership with the Experimental Aircraft Association, Local Chapter, 124 (EAA), and their “Young Eagles” program, the museum hosted several young people for Flight School and flights with volunteer pilots over beautiful Sonoma County. The EAA Young Eagles program was launched in 1992 to give interested young people, ages 8 - 17, an opportunity to go flying in a general aviation airplane. EAA members enjoy all types of aircraft, including "experimental" aircraft, those built by individual craftsmen, rather than in a factory. These flights are offered free of charge and are made possible through the generosity of EAA member volunteers. For more information on the Young Eagles program, call Ray Shipway at 707-584-9682.

It was also a regularly-scheduled “Climb Aboard” Saturday. Our Climb Aboards are a popular educational program of the museum, which offers people an opportunity to sit in the cockpit of our historic, beautifully restored aircraft and learn about the men and women who flew them. Always a popular event, the October Climb Aboard offered a different kind of experience.....the Ilyushin IL-14 Russian-built transport plane (also known as the “Crate”) was fully decorated as a haunted house for Halloween. Crew Chief [Rose Pattenaude](#), assisted by [Ben Martin](#) and [Marlena Holway](#), surrounded the huge plane with a graveyard reminiscent of “Thriller”, and turned the inside into a fright zone that was declared “really creepy” by several young visitors.

The museum also hosted a birthday party that day. We offer both indoor and outdoor facilities suitable for parties, and party guests are invited to enjoy the collection while there. In addition to the IL-14, the DC-6 Cockpit was open for climb aboard, and the docents opened the HU-16E “Albatross” and the Vietnam-era UH-1H “Huey” helicopter to our guests.

The Pacific Coast Air Museum is open Tuesdays, Thursdays, Saturdays and Sundays from 10 am to 4 pm. Admission is \$5 for adults, and children age 12 and under are admitted free. We are a 501(c)(3) charitable organization, and we rely on donations, volunteers and endowments to support our collection. You may reach us at 707-575-7900, or visit our website at www.pacificcoastairmuseum.org.



PCAM Haunted Plane Event

EAA Pilot and Young Eagles

Wreaths Across America

The Civil Air Patrol is hoping that museum members can assist them with a veterans service project. Wreaths Across America is a holiday remembrance of veterans; since 2006, our squadron has coordinated the WAA ceremony at Sonoma Veterans Memorial Park (the only veterans' cemetery in the county), along with the local VFW and American Legion posts. WAA began at Arlington National Cemetery in 1992, when a wreath company in Maine donated 5,000 surplus holiday wreaths to decorate graves. The company decided to continue doing so, increasing the number to 10,000. In 2006 they went national, donating 7 ceremonial wreaths to any participating veterans' cemeteries, to be placed on the second Saturday of December, preceded by a minute of silence at precisely 1200 Eastern time. The wreaths commemorate all those serving, and who have served, in the Army, Navy, Marines, Air Force, Coast Guard and Merchant Marine, and to remember POW/MIA. CAP squadrons coordinate about half of the 350+ locations nationwide. The program has expanded to include wreaths for all 50 state capitals, all American cemeteries on foreign soil, and aboard SN ships sailing on each of the 7 seas. Each year, the 10,000 wreaths bound for Arlington are escorted from Maine by a large number of Patriot Guard Riders motorcyclists.

Two years ago the program was expanded further to provide wreaths for all veterans graves for which sponsorships to cover manufacture and transport (at \$15 each) could be funded. We have successfully raised funds to cover all graves at Sonoma Veterans Memorial Park for the past 2 years; of course, as the final resting place for many WWII veterans, the number increases each year.

We are trying to reach out electronically this year, with e-mails going out from all CAP, American Legion and VFW members (plus publicity in the local press, and appeals at the annual Veterans Day ceremony). I'm hoping you will e-mail the PCAM membership with cover information, and the attached flyer. We are asking for sponsorships for wreaths for every veteran, and inviting attendance at this year's ceremony: Saturday 12 December, 0845. After the placement of the commemorative wreaths, all uniformed personnel present (we have representatives from each service, plus help from the National Guard) accompany our 3 Gold Star families to lay wreaths, then all present help place the remaining wreaths on the graves.

It is a moving ceremony, and it is both an honor and a privilege for members of my squadron to coordinate the event. Sonoma Veterans Memorial Park is very unusual in that it is a municipal - not state or federal - Veterans cemetery. It came about largely as a result of lobbying by a group of WWII veterans; the land was donated by Sonoma County, with the City of Sonoma operating it in consultation with the Sonoma Veterans Memorial Park Association. When the pace of fundraising for marble for the centerpiece - the Star of Honor Fountain - wasn't up to snuff, one of the main advocates (a crusty WWII Navy Master Chief) put up \$140,000 of his own to finish it. It is also home to the only Revolutionary War veteran in California. (<http://www.sonomaveterans.org>) .WAA's web site is www.wreathscrossamerica.org (<http://www.wreathscrossamerica.org>) . Please check it out, particularly the videos - they have footage from ceremonies across the country, as well as Arlington.

Thank you for your help - I know the Pacific Coast Air Museum has always been a strong supporter of the veterans community.

David J. Reber, Major, Civil Air Patrol, Commander,
Redwood Empire Composite Squadron 157 (CA-249) Civil Air Patrol / USAF AUX

Your Contingency Notebook

Barbara Beedon, Director of Development

Twenty years ago this month, we in the Bay Area were shaken to our core – literally!

As we remember the Loma Prieta earthquake, I think about how such events give us a heightened awareness of our own mortality – and, of what’s really important in our lives. Friends, family, health and home.....

Only too soon, the urgency fades, and we settle back into our daily routine – business as usual. But when a disaster or tragedy strikes is no time to be rummaging through drawers, cabinets and shoe boxes to find important papers and pertinent information. Better to take some time when there is no disaster to create a “Contingency Notebook”.

A contingency notebook is a binder containing all the information you or a loved one needs to know should you become seriously incapacitated, injured, or even die. Those who will be responsible for your affairs need to have that relevant information as soon as possible. Having your contingency notebook prepared and up-to-date can make all the difference.

Start with a good-sized binder with 12 dividers. Label the front cover in big letters that say “Contingency Notebook” (or whatever title will best identify the notebook for you and your family). Divide the contents into 12 or more sections, including:

Action list. Specify immediate and secondary steps one should follow if something happens to you.

Key contacts. Identify family members, friends, professional advisors, and others who should be informed of your condition.

Medical notes. List any medical problems and treatments. Identify all medications you are using, and where they can be found. Include names and contact information of your doctors.

Financial accounts (savings, checking, credit cards, bank accounts and debit cards). Include account numbers, customer service phone numbers and copies of a recent statement for each account.

Insurance. Include life, accident, disability, auto and health policy information. Summarize your coverage, and/or include a copy of the “coverage” page for each policy. List your insurance agent(s) and their phone numbers.

Business interests. Include copies of contracts and outline any actions to be taken. List key people to be contacted.

Asset inventory. List your major possessions (autos, real estate, etc.)

Funeral instructions. Identify your wishes concerning the funeral service and burial. You might suggest the Pacific Coast Air Museum and other charitable organizations for memorial gifts in your honor.

Estate planning documents. Include copies of your will, trust, power of attorney, directives for physicians, and other items. Specify where they can be found.

Charitable commitments. Summarize your charitable involvements, including your ties to the Pacific Coast Air Museum. This will help your family understand what organizations have held meaning in your life and that you support, and why.

Personal items. Include biographical information that can be used in preparing your obituary. Summarize your values, and purpose in life. You might also provide personal notes to each family member expressing your love and hopes for them.

Miscellaneous. This section is for anything else you want to include.

For the sake of your loved ones, and your own peace of mind, don’t wait for the next disaster to get started on your contingency notebook.

The Rotary and Kiwanis Clubs of Santa Rosa

Proudly present the



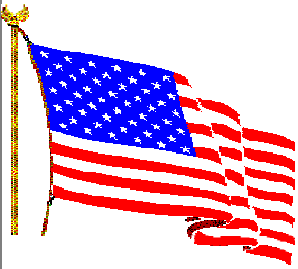
9th Annual

TRIBUTE TO OUR VETERANS

A Special Luncheon Honoring America's Veterans

Thursday, November 5, 2009

11:30 am - 1:30 pm



Veterans Memorial Auditorium
Santa Rosa, CA

--A PANEL SALUTES OUR VETERANS--

John Creaghe, U.S.Army

Helen Nugent, U.S.Navy

Knick Knickerbocker, U.S.Air Force

Esbon Jen, U.S.Army

Carlos Barillas, U.S.Marine Corps

Ross Liscum, U.S.Marine Corps, Moderator

Music by the Santa Rosa High School Band \

Rotary and Kiwanis members are requested to host a veteran.

Contact your club's representative for tickets and/or the name of a veteran to invite.

Veterans may contact any Rotary or Kiwanis Club to obtain tickets.

Tickets \$15.00 each

Continuation of the Pan Am Clipper Story as reported in the October Issue.

When they disembarked, the crew of the Pacific Clipper received an unpleasant surprise; they were told that they would be unable to refuel with 100 octane aviation gas. What little there was, was severely rationed and was reserved for the military. There was automobile gas in abundance however, and Ford was welcome to what ever he needed. He had no choice. The next leg of their journey would be many hours over the Indian Ocean and there was no hope of refueling elsewhere. The Flight Engineers, Swede, Roth and Jocko Parish formulated a plan that they hoped would work. They transferred all their remaining aviation fuel to the two fuselage tanks and filled the remaining tanks to the limit with the lower octane automobile gas. "We took off from Surabaya on the 100 octane, climbed to a couple thousand feet and pulled back the power to cool off the engines," said Ford. "Then we switched to the automobile gas and held our breath". The engines almost jumped out of their mounts but they ran. We figured it was either that or leave the airplane to the Japanese.

They flew Northwesterly across the Sundra Straits, paralleling the coast of Sumatra. Chasing the setting sun, they started across the vast expanse of ocean. They had no aviation charts or maps for this part of the world; the only navigation information available to the crew was the latitude and longitude of their destination at Trincomalee, on the island of Ceylon (now Sri Lanka). Using this data, and drawing from memory, Rod Brown was creating his own Mercator maps of South Asia. Ford was not only worried about finding the harbor, he was concerned about missing Ceylon altogether. He envisioned the Clipper droning on over India, lost and low on fuel, unable to find a body of water on which to land.

As they neared the island, they could see a cloud bank ahead. Ford said," there was some low scud so we descended. We wanted the maximum available visibility to permit picking up landfall at the earliest moment—we didn't want to miss the island. All of a sudden there it was right in front of us, a Jap Submarine! We could see the crew running for the deck gun. Let me tell you we were pretty busy getting back into the scud again". Ford jammed the throttles of the clipper forward to climb power, the engines complained bitterly. Their 150 mph speed soon had them well out of range of the sub's guns and the crew heaved a sigh of relief. It would be difficult to determine who was more surprised; the Japanese submarine commander or the crew of the clipper who were startled out of their reverie after the long flight.

It was another hour until they reached the island and the Boeing finally touched water in the harbor at Trincomalee. The British forces stationed there were anxious to hear what Ford and his crew had to report from the war zone to the East, and the crew was duly summoned to a military meeting. Presiding was a pompous Royal Navy Commodore who informed Ford in no uncertain terms that he doubted Ford would know a submarine if it ran over him. Ford felt the hackles rise on the back of his neck. He realized that he could not afford to make an enemy of the British military, the fate of the Pacific Clipper rested too heavily in their hands. He swallowed hard and said nothing.

It was Christmas Eve when they began the takeoff from Ceylon and turned the ship again to the Northwest. The heavily loaded Boeing struggled for altitude, laboring through the leaden humid air. Suddenly there was a frightening bang as the number three engine let go. It shuddered in it's mount and as they peered through the windscreen, the crew could see gushes of black oil pouring back over the wing. Ford quickly shut the engine down and wheeled the clipper over into a 180 degree turn heading back to Trincomalee. Less than an hour after takeoff, the Pacific Clipper was back on the waters of Trincomalee harbor. The repair to the engine took the rest of Christmas Eve and all of Christmas Day.

One of the engines eighteen cylinders had failed, wrenching itself loose from its mount and while the repair was not particularly complex, it was tedious and time consuming. Finally in the early morning of December 26th, they took off from Ceylon for the second time. All day they droned across the lush carpet of the Indian sub-continent and then cut across the Northeastern corner of the Arabian Sea to their landing in Karachi. Touching down in mid afternoon. The following day, bathed and refreshed, they took off and flew westward across the Gulf of Oman toward Arabia. After just a bit over eight routine hours of flying, they landed in Bahrain, where there was a British garrison.

Another frustration presented itself the following morning as they were planning the next leg of their journey. They had planned to fly straight West across the Arabian Peninsula and the Red Sea into Africa, a flight that would not have been much longer than the leg they had just completed from Karachi. “When we were preparing to leave Bahrain, we were warned by the British authorities not to fly across Arabia”, said Ford. “The Saudis had apparently already caught some British flyers who had been forced down there. The natives had dug a hole, buried them in it up to their necks and just left them.”

They took off into the grey morning and climbed through a solid overcast. They broke out of the clouds into the dazzling sunshine, and the carpet of clouds below stretched westward to the horizon. “We flew north for about twenty minutes,” Ford said, “then we turned West and headed straight across Saudi Arabia. We flew for several hours before there was a break in the clouds below us and damned if we weren’t smack over the Mosque at Mecca! I could see the people pouring out of it, it was just like kicking an ant hill. They were probably firing at us, but at least they didn’t have any anti-aircraft guns”.

The Pacific Clipper crossed the Red Sea and the coast of Africa in the early afternoon with the Saharan sun streaming in the cockpit windows. The land below was a dingy yellowish brown with nothing but rolling sand dunes and stark rocky outcroppings. The only sign of human habitation was an occasional hut. Every so often they flew over small clusters of men tending livestock who stopped and shielded their eyes from the sun, staring up at the strange bird that made such a noise. The crew’s prayers for the continued good health of the four Wright Cyclones became more and more fervent. Should they have to make an emergency landing here they would be in dire straits indeed.

Later in the afternoon they raised the Nile River and Ford turned the ship to follow it to the confluence of the White and Blue Niles, just below Khartoum. They landed in the river and after they were moored, the crew went ashore to be greeted by the now familiar hospitality of the Royal Air Force. Ford’s plan was to continue Southwest to Leopoldville in the Belgium Congo and begin their South Atlantic crossing there. He had no desire to set out across the Sahara; a forced landing in that vast trackless wasteland would not only render the aircraft forever immobile but the crew would surely perish in the harshness of the desert.

Early the next morning, they took off from the Nile for Leopoldville. This was to be a particular long over-land flight and they wanted to leave plenty of daylight for the arrival. They would land on the Congo River at Leopoldville and from there would strike out across the South Atlantic for South America.

(chapter three of the story will be in the December issue of the Straight Scoop)



**November 21st & 22nd
Climb Aboard the
F-106
Delta Dart**

REMEMBER THESE DATES

- November 4th @ 8:30 am Board of Directors Meeting at the Museum
- November 17th @ 12:00 pm Executive Director's Staff Meeting at the Museum
- November 18th @ 7:00 pm Monthly Membership Meeting at SCOE
- November 21st @ 11:00 am New Member Orientation

**PACIFIC COAST AIR MUSEUM
2230 Becker Blvd.
Santa Rosa, Ca 95403**