



Christmas Comes Early to PCAM

EA-6B Prowler to Join PCAM Collection December 7

By now you may have seen the email announcement or heard it from a friend: PCAM is receiving an EA-6B Prowler electronic warfare aircraft from the U.S.



Navy. She'll be arriving this Saturday December 7 and we'd like you to be present.

Aircraft #158811 will be flying in under her own power. She'll be arriving from Naval Air Station Whidbey Island and making her last landing here at the Charles M. Schulz-

Sonoma County Airport after making a couple of final ceremonial passes. She'll then taxi over to the Pacific Coast Air Museum for final shut-down.

We received short notice of her impending arrival, but we hope to marshal our forces and build this very special event into a celebration. We invite you to join us to help welcome this extraordinary aircraft.

When: Saturday, December 7, 2013
12:45 PM (Plane arrives about 1:00)

Where: TENTATIVE: PCAM building
One Air Museum Way, Santa Rosa, CA, 95403

This aircraft will be on loan from the national Naval Aviation Museum at Pensacola, Florida. ✪

Santa Fly-In December 21

Santa Claus will be at the Pacific Coast Air Museum on Saturday December 21!

Thanks to the generous sponsorship by *Active 20-30 of Santa Rosa* he'll be flying in on a REACH Air Medical Services helicopter at around 10:30 AM. This free event is open to the public, and will feature free bags of goodies for the kids, a chance to sit on

Continued on next page



In This Issue

- EA-6B Prowler to Join PCAM Collection Dec. 7..... 1
- Santa Fly-In Dec. 21..... 1
- Gift Shop Holiday News..... 2
- Cessna 170B Coming-Out Party November 23..... 3
- PCAM Flight Wing 4
- New Exhibits..... 5
- President's Message..... 6
- December Aviation Hist..... 6
- November Guest Speaker: Mark Fajardin 7
- Holiday Party Dec. 18 10
- January Guest Speaker..... 11
- New Members..... 11
- Sunshine & Sympathy 11
- F-4C Gets MAU Racks 12
- PCAM in AOPA Magazine.. 13
- PCAM in Horizons Mag 13
- Revised PCAM Org Chart... 14
- PCAM Directory..... 15
- Events & Climb-aboard... [Back](#)

The PCAM Mission

“To promote the acquisition, restoration, safe operation, preservation and display of historic aircraft, preserve aviation history and provide an educational venue for the community”

Continued from previous page

Santa's lap and whisper your holiday wishes in his ear, jumpees, and more. Food like that at our Hot Dog Thursdays will be available, plus some special additions. The Gift Shop will be open, with wonderful toys and other gift ideas for your children or grandchildren.

This is PCAM's holiday gift to the community, and we will not be charging admission.

Our gates will open at 10:00 a.m. and Santa will arrive around 10:30. His actual arrival time may vary, depending on weather, REACH helicopter availability, and his administrative load of managing billions of gifts and the needs of eight or nine highly-strung reindeer.

We regret that Dasher, Dancer, and the rest of Santa's team will not be present, as they are in final training somewhere north of Saskatchewan.

When: Saturday, December 21, 2013, 10:00 - 4:00
Santa Arrives by Helicopter appx. 10:30 AM.

Where: Pacific Coast Air Museum

Cost: FREE! ★

Gift Shop Holiday News

The PCAM Gift Shop has been thoroughly restocked in anticipation of the holidays! Die-cast models and toys, shirts (many on sale), jackets (including kids' sizes, shown below at right), books, DVDs, artwork, and loads of great stocking stuffers. We're open Tuesday, Thursday, Saturday & Sunday through March. No Friday hours. Our experimental Friday hours were a success, and we expect to add Friday hours beginning next Spring. ★



Santa sneaked into PCAM a few weeks in advance of his Dec. 21 visit, much to the surprise and delight of some visiting children. He apparently likes our aircraft, saying "Planes don't have the personality that reindeer have (and sometimes that's a good thing), but they sure are cool!"

Cessna 170 B Coming-Out Party November 23

All-Original 1954 Plane to Join PCAM Flight Wing

By Christina Olds

A grand old lady made her debut as part of PCAM's aircraft collection under sunny skies on Saturday, November 23. Long-time Marin resident Marcia Dunn graciously donated her prized 1954 Cessna 170-B, tail # N2843C to the museum. The aircraft has only 600 hours and has not been flown since 1974. It has remained in surprisingly good condition, with a cockpit interior that is an absolute time capsule with all original instruments, upholstery and headliner. Ms. Dunn bought this aircraft in March 1955, before she even owned a car. She then flew off on several cross-country adventures, often with her mother and father as passengers.

PCAM intends to restore the classic aircraft to flying condition. The project will become one of many currently underway for the museum's new "Flight Wing" division. The shiny silver and blue Cessna is housed in Hangar 101, along with the yellow J-3 Piper Cub project. The cub is in pieces and the Cessna is intact. Which project will be completed first? Stop by for a visit! ✨



That's our new Cessna, in this 1964 story about Marcia and her mother flying to El Paso.



(Top) Stored since 1974, # N2843C needs a lot of cleaning.
(Below) At the wash rack on November 23, ready for a bath.



(Top) A good scrub revealed paint in very good condition.
(Below) N numbers appeared on the upper surface of the wing.



From Humble Beginnings...

PCAM Flight Wing Gathers Speed

By Lynn Hunt, PCAM President & Flight Wing Director

From the very first meetings that took place back in 1989 it was very clear that the founders of the fledgling Pacific Coast Air Museum intended to have flying aircraft one day. The first course of business after selecting a name for the museum was to craft a charter statement that would guide the members in their activities and decision-making. The words "safe operation and display" were specifically added to preserve the intention of someday operating flying aircraft.

The PCAM founders understood that air museums could be divided into two categories, those that don't fly their aircraft and those that do. The PCAM founders recognized and understood the qualities that differentiated these two groups. Museums that fly at least some of their assets need to achieve a whole new level of skill and competence in order to function safely. But those that accomplish this are able to benefit from the advantages that only a flying aircraft can give. A flying aircraft represents the pinnacle in reality. Being able to see and hear an aircraft in flight punctuates the ultimate experience that must otherwise be left to a person's imagination. The founders knew that those who enjoy and appreciate an aircraft restored and maintained in flying condition will also recognize and appreciate the effort needed to make it happen.

But achieving this level of competence doesn't come easily. From a restoration perspective, a completely different and more difficult challenge exists



Flight Wing Director Lynn Hunt helped found PCAM in 1989, and now dreams of dancing between the clouds in our recently-acquired 1954 Cessna 170. Assuming he can actually see the clouds, that is. Fortunately, that windshield and the rest of the plane received a nice bath during its coming-out party on November 23 (see p.3).

for those who restore an aircraft to flying condition compared with a static restoration. Once the aircraft is restored it must be properly maintained which requires a very special skill set and level of discipline.

Having a flying asset requires qualified pilots and crew members, which adds yet another layer to our volunteer structure. The founders believed that going the extra distance to fund and organize the levels necessary for flying aircraft would appeal to and attract many skilled personnel who might not otherwise become involved. This organization could then train a new generation, an essential ingredient to a secure future. The founders weighed these considerations and decided to pursue this lofty goal. No one knew from whence these assets might materialize but the necessary groundwork would be waiting once they did.

As we skip ahead to 2014, we find the Flight Wing of PCAM (formerly the Flight Operations Division) up and running. In 2013 two aircraft were donated to the museum, one in flying condition and a second in need of some restoration but destined to fly very soon. A third project has been purchased by a group of museum members and will also begin restoration to flying condition. The Flight Wing has rented a hangar and is beginning the restoration of these aircraft. The Flight Wing roster currently includes a C-1A Trader, a T-28 Trojan, a 1954 Cessna 170B and Piper J-3 Cub.

So how are these flying aircraft to be used? The Flight Wing has established a firm set of operating rules for each aircraft. All museum-owned aircraft will be flown for one of only two reasons: for necessary maintenance and pilot/

Continued on next page

Continued from previous page

crew training or to promote and support selected museum activities as directed by the museum. Pilot training is a no-brainer. The Flight Wing has very stringent requirements for pilot skill and proficiency which must be maintained. A maintenance test flight is a prudent



The Flight Wing is a big endeavor, as we're not flying just small civil aircraft. This is the Flight Wing's C-1 Trader, seen performing at the 2012 Wings Over Wine Country Air Show. It takes a lot of time, skill, commitment, space, and money to keep a plane like this airworthy.

Directors, probably giving rides, possibly an overflight of a parade, a ceremony, or attending an air show. The aircraft are assets to be used by the museum to further promote its endeavors.

All of this takes energy and money and the Flight Wing could use lots of both. If you feel so inclined, inquire about our activities, attend one of our meetings or contact one of our members. At this stage of the game there is something for everyone to do, no special skills involved. If you choose not to get involved then perhaps you can help us out financially. Again, at this stage every cent counts. Hangar rental is expensive and our restoration goals are high. It is our goal to bring a flight experience to people who might otherwise not be able to afford it so the Flight Wing will be subsidizing our operations to a certain extent. All of this takes money so there will be fund-raising efforts in addition to our restoration program. Please join us in some capacity and help us share this activity with others. ✨

decision after any maintenance adjustments that might affect airworthiness. Otherwise the aircraft will fly at the direction of the Board of

New Exhibits Grabbing Lots of Attention

Our new interior museum exhibits have been completed. Plan to visit with your family soon. The sit-in "cockpit" (right) with correct instrument panel and helmet has been a huge hit with children, and a goldmine for parents looking for great photos of their little ones. ✨



President's Message

Renew Your PCAM Membership Now before Rates Go Up January 1!

For only the second time in our 24 year history the Board of Directors voted to increase the Museum's annual membership fees. Dues have remained steady for eight years and we are far behind the industry standard for a museum of our size. Since 2006 and through a rough economic period the operating costs of the museum have continued to increase without a commensurate increase in dues, but the board could postpone the decision no longer.

Beginning January 1, 2014, annual memberships will increase to \$40 for an individual and \$60 for a family. Free membership will now be available to Korean War veterans. Membership in the museum still includes free admission to our annual air show, a \$20 value and an even better deal for a family. It also includes free admission to events held at the museum, and such events will occur in record numbers in 2014.

Concurrently, admission fees for non-members to visit the museum will go up from \$9 to \$10 for adults. Seniors and children (age 6-17) will remain \$7 and \$5, with children under 5 free. A new price point will benefit families, as the admission price cap will be \$30 for families of any size.

Watch your regular "snail mail" box for the annual membership renewal letter. Membership renewals MUST be postmarked by December 31 to qualify for 2013 rates.

We hope you will understand the reasons for these actions and continue to support the museum with your membership. In 2014 we will celebrate our 25th birthday and we would like you to come and join us.

New Aircraft Coming Soon

According to plan, on December 7th an EA6-B Prowler will land at Sonoma County Airport and join the ranks of PCAM aircraft. Only three west coast museums are slated to receive Prowlers with PCAM being the first. This aircraft will be on loan from the national Naval Aviation Museum at Pensacola, Florida. We need to thank Mark Fajardin for his tireless efforts to bring this magnificent aircraft to Santa Rosa. Watch the PCAM website for updates and plan to come out and greet our newest arrival. See the article on page 1. ✪

— Lynn Hunt

December in Aviation History...

The Apollo Program was one of the pivotal initiatives in human history. For the first time, mankind reached beyond its home soil and visited another planetary body. The program famously used the mighty Saturn V rocket. Apollo 8 was the first mission to actually reach the moon, orbiting but not landing on it on December 24, 1968. Apollo 11 landed humans on the lunar surface for the first time. Apollo 17 was the last, blasting off on December 7 1972 and returning to Earth on December 19. Thanks to the Space Station Museum in Novato, PCAM now has on display an authentic Apollo Program space suit. It and other space program artifacts now hold a place of honor in a refurbished display case, greeting visitors as they enter the gift shop. ✪



In Case You Missed It: November 20 Member Meeting Guest Speaker: Mark Fajardin

Yesterday, Today, and Tomorrow — A Look at PCAM Aircraft Restoration & Acquisition

Our guest on Wednesday November 20 was PCAM's Director of Aircraft Acquisition Mark Fajardin Sr. Mark shared an extensive electronic slide presentation consisting of photos from the past twenty-plus years, showing the path several of our planes took in their transformations from wrecks to relics.

The first aircraft restoration project the fledgling PCAM took on was the A-26 "Spirit of Santa Rosa." They had intended to restore her to flying condition but it became apparent that would be too expensive, so she's being restored to fine static display condition.



The A-26, still in pieces in the early days. It was PCAM's first plane.

The F-4 came to the museum in 1995, and it was the biggest project we've ever undertaken. We conducted the recovery at Sierra Army Depot at Herlong CA, in the middle of the desert, with no power tools. It was finally put on a truck and shipped to PCAM where it was reassembled. The Phantom today is one of the most popular aircraft on our lot.

The F-4 was completed just in time for the 1995 Open House. Other attractions included fly-bys, two Top Gun Aggressor Squadron F/A-18 Hornets from Miramar, and the premier of our own F-4C, F-16N, F-14A and F-8C Crusader. Other open houses over the years showcased our growing collection of aircraft. In 1997 Amelia



Pieces of the F-4 are unloaded at PCAM after a trip by flatbed from the eastern side of the Sierras.

Reid of Reid-Hillview airport fame performed aerobatics in her modified Cessna 150, becoming our first-ever aerobatic performer. By now, PCAM membership had reached about 600. The Open Houses eventually evolved into the Wings Over Wine Country Air Show.

In June 1994 our Grumman Intruder was the first plane to join our collection that flew in under its own power. The next was our F-14A Tomcat in 1995, and none have flown to PCAM on their own since then. (But that's about to change – there's an important article on the front page about a new acquisition!)



Lynn Hunt (foreground) directs assembly of the F-4 in 1995 while Mark Fajardin assists from a "safe" location inside the fuselage!

Continued on next page

Continued from previous page



Our A-6E Intruder flies overhead on its final pass before landing for the last time at the Charles M. Schulz-Sonoma County Airport in 1994. We'll have a very similar event occur very soon... See the story on the front page.



Our A-6E Intruder being towed for display at the 1995 Sonoma County Fair. See the June 2013 *Straight Scoop* for the full story.



The 1996 PCAM Open House started to look like a real air show. The star attraction was a Navy F/A-18. Above is our row of climb-boards. By now we had added the A-4E Skyhawk, F-14A Tomcat, F-16N Viper, A-6E Intruder, and several others.



In 1995 the PCAM Open House attracted two F/A-18s from Top Gun at Miramar. The military had a big presence at our shows until 2013 when sequestration temporarily ended military displays.

Our Intruder is a Vietnam and Gulf War veteran, and is dedicated to LT. Tom "TC" Costen and LT. Charlie "Tuna" Turner. On the first night of the Gulf War, our Intruder was the lead ship on a four-ship mission to mine a harbor and bottle up the Iraqi navy. Lt. Costen and Lt. Turner were in the second ship, and got shot down by triple-A. Later in that conflict, our Intruder single-handedly sank an Iraqi assault ship using a 2,000-pound skipper bomb.

Recently Mark conducted yet another Intruder overhaul, this time adding a full load of 500- and 2,000-pound bombs. It's the first plane in our collection to have a full war load. News and photos of this restoration apparently hit the digital grapevine and have reached many corners of the Navy, creating quite a bit of awareness of what we are doing here at PCAM. Our Intruder is one of the few in collections anywhere to be complete, with a full cockpit.

Acquisitions

Mark went into the generalities of aircraft acquisition, and explained how we are in competition with virtually all air museums throughout the country to get decommissioned aircraft. We are on the waiting list for many aircraft, including an F-35 Joint Strike Fighter and MV-22 Osprey from the Navy. Don't expect them to show up anytime soon. On the Air Force side we are looking

Continued on next page

Continued from previous page



Mark visits a mothballed B-1 Lancer at Davis-Montham Air Force Base near Tucson. This and similarly stored planes could be returned to service, “parted-out” to support active aircraft, or donated to museums... and that’s why PCAM is looking for more space.

for an A-10, an F-100, and others from the “Century Series”.

Most of our aircraft have come from military aircraft reclamation and disposal facilities, most notably the famous Davis-Montham Air force Base near Tucson. There are many categories and phases of aircraft refurbishment, reclamation, and disposal, and Mark gave us a brief overview. He showed many photos from his trip to some of these locations.



This C-5 with its engines removed at Davis-Montham looks to Mark like the world’s biggest glider.

PCAM personnel are well-connected within the military aviation community. This is very helpful because the distribution of aircraft to museums is often based more upon personal relationships than on a museum’s position on a waiting list. Successful and high-profile restorations like the Intruder also help, as they inspire confidence that any aircraft we receive will be well



This F-14 was well on its way to the scrap heap before anyone realized it is actually a MiG Killer. Efforts are now under way to piece it back together, though not by PCAM.

cared for. Mark also emphasized the importance of persistence and follow-up. There’s a ton of paperwork to do for each acquisition and a lot of leg work. Mark has spent a lot of time and put a lot of miles on his personal vehicles to chase down airplanes and pieces of airplanes on behalf of PCAM.



Aircraft acquisition can require a lot of driving. Here, Mark stops for gas while laden with drop tanks bound for PCAM. Such spectacles can stimulate very interesting conversations with civilians.

About Mark Fajardin

Mark was born in San Francisco and has been married to his high school sweetheart Maria for 31 years. They live in Santa Rosa and have three grown Sons, Mark Jr., Steven, and Michael along with two daughters-in-law and a granddaughter named Bailey. A second grandchild is on the way. Mark Jr. and Steven are in law en-

Continued on next page

Continued from previous page

forcement and Michael is a medic. Mark Jr. and Michael were US Army Paratroopers with combat experience in Afghanistan and Iraq. Mark Sr. grew up in the airline industry with both his parents working for Western Airlines. His dad worked in maintenance control and Mark would spend many summer days as a teenager in the hanger at SFO climbing in and on Boeing 737, 727, and 720B aircraft. Mark started flying at the age of 13, and joined the Navy in 1982 as an Aviation Structural Mechanic (AME). His specialty was ejection seats, AC and fire extinguishing systems. He trained on F-4 Phantoms and A-4 Skyhawks before settling in on P-3C Orions. He currently has his own company in the environmental / petrochemical industry and works as a volunteer Hazardous Materials Technician on the Sonoma County HazMat Team.

We'd all like to express our heartfelt thanks to Mark for his dedication to PCAM, for his continually excellent work on the Museum's aircraft, and for his very interesting and visually captivating presentation. ✪



Drop tanks? What drop tanks? The Gift of Gab is important in the field of aircraft acquisitions. Here, Mark demonstrates his technique for explaining to inquiring military officials just why one's personal vehicle is loaded with drop tanks, ejector racks, landing gear, and the occasional (inert) bomb or two.

Holiday Party and Potluck December 18

Mark your calendars for the Holiday Party on Wednesday, December 18! This will be a true celebration of our great year, the holiday season and the wonderful camaraderie among our members. In addition to a potluck holiday feast, several special awards will be presented including Volunteer of the Year and the annual Presidential Award.

The party will take the place of our usual monthly member meeting and will be at the usual time and place.

Potluck Guidelines

We ask that you bring a dish determined by the first letter of your last name:

- A - F Dessert
- G - L Main Dish
- M - R Salad
- S - Z Appetizer

Please bring a serving utensil for your dish: spoon, fork, pie server, or other as appropriate.

Beverages, paper goods and cutlery will be provided. If you have a special dish you enjoy sharing, you are encouraged to bring it if you like. However, please bring it **in addition to** the dish determined by your last name, as described above.

As usual, we will have full access to the kitchen so you can refrigerate or heat your dishes. However, if at all possible please bring hot dishes already hot as there is not a lot of room in the oven. There will also be dish soap and dishtowels if you want to wash up before leaving.

Call Diana at 707-578-6883 if you have questions.

Time and Location:

Wednesday, December 18, 7:00 p.m.

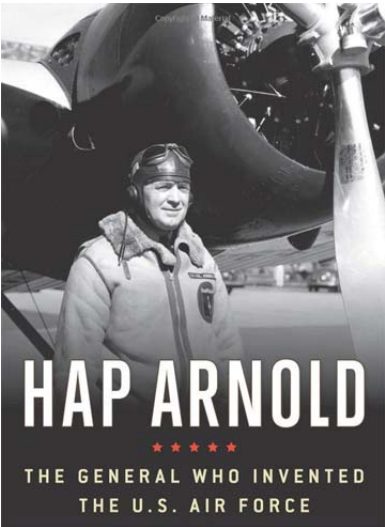
Mesa Beverage Company, Inc.

3200 N. Laughlin Road. Santa Rosa, CA ✪

January 15 Guest Speaker:

Bill Yenne, Author of Definitive Book on General Hap Arnold

The guest speaker at our January 15 member meeting will be author Bill Yenne, who wrote the definitive biography about General Hap Arnold, titled *The General*



Who Invented the Air Force. Bill will present the story of Hap Arnold and how the United States Air Force was created. He will also share his own experience writing the book and interacting with General Arnold's family.

From the book's description on Amazon.com:

General Henry Harley "Hap" Arnold is widely considered the father of the United States Air Force. But his long list of accomplishments doesn't begin or end there. He was also the first and only five-star general of the US Air Force; one of the first US military aviators; the first American to carry air mail; and the architect of the war-winning air strategy of World War II. In this new biography of one of the American military's most towering figures, author Bill Yenne weaves the story of Hap Arnold's life, from his youthful days as a cunning prankster to his sunset career as an elder statesman.

Because the December meeting is PCAM's annual holiday party there will be no guest speaker. Therefore, the next guest speaker will be Bill Yenne at the January meeting. We'd like to thank Christina Olds for helping bring Bill to us in January, through her connections with the Arnold family.

Mr. Yenne's book can be purchased online at Amazon.com at http://www.amazon.com/Hap-Arnold-General-Invented-Force/dp/1621570819/ref=sr_1_1?s=books&ie=UTF8&qid=1381619031&sr=1-1&keywords=bill+yenne+hap ★

New Members Since the Last Newsletter

Otnit Arellano, Junior, Santa Rosa
Hans Ettlin, Windsor
Jon Saler Family, Calistoga
Raimond Clary Jr., Santa Rosa
Andrew Goldstein, Cotati
Rita English, San Rafael
Raymond & Alison Pineda Family, San Mateo
Brian & Stacy Cameron Family, Santa Rosa

Sunshine & Sympathy

Supporting PCAM Members During Difficult Times

Diana Watson is taking over sending cards to our PCAM members when they or a member of their immediate family passes away. She is also going to send "Get Well" cards to those members who are ill or have had surgery. She needs your help by notifying her of someone you know who falls within these categories, and asks that you contact her at 707-578-6883 or at tobieslmom@gmail.com. ★

Air Show Flashback

The Museum's H-34 Choctaw provides an appropriate backdrop for a collection of military vehicles from a number of eras, brought to the show and displayed by the North Bay Military Vehicle Club.



F-4C Draws Closer to full Armament Capability

Tony Sarganis, PCAM's Crew Chief on our F-4C, has long wanted a set of MAU-12 bomb ejection racks for the plane. These were standard equipment on these planes during and after Vietnam but were missing when ours arrived at PCAM in 1994.

This particular plane, tail #823, served under the command of Colonel Robin Olds in Vietnam. When his daughter Christina Olds became PCAM's Director of Museum Operations, she made it her personal mission to help return the plane to its fully operational appearance. Tony made it clear that those MAU-12 racks were high on his wish list.

After a long career, our plane had an undistinguished retirement at Sierra Army Depot in Herlong, CA, about 50 miles north of Reno on Hwy 395. Somewhere along the line the MAU racks had disappeared. None were available through sources at the National Museum of the Air Force, and the tireless trolling of eBay for bomb racks (!) proved fruitless. Quite the treasure hunt ensued in early May. A few emails were sent out to various active duty fighter pilots and VIPs, and the trail led back to the 82nd Aerial Targets Squadron at Holloman AFB in New Mexico. Holloman is the "home of the Drones". In the years since F-4 Phantoms were decommissioned from active service in the U.S. Air Force and Navy, over twenty-five have been converted to remote controlled supersonic QF-4 target drones. These grand old warrior aircraft are still capable of manned flight but they get to live out their last flying hours as targets for fighter pilots training over the deserts of the southwest.

Lt. Col. Brian "Jaws" Swyt, ACC 82 ATRS, rose to the challenge of finding the MAU-12s. In July, Jaws and his team found a set of the racks on QF-4N 412 which had been shot down in the desert by a stinger missile during target practice. The MAU-12s were brought back to Holloman to prepare for shipment to Santa Rosa but sequestration intervened, preventing the AFB crew from cleaning and

preparing the racks for several months. After a dozen status emails back and forth, we received the happy news that the racks were on their way. Delivery finally happened in late October and they were mounted on the F-4 by Tony and Ron on November 2. Now, bombs and missiles can be added to our Phantom. The goal is to bring this aircraft back to full battle-ready glory with a full armament load.

Now - anybody got a lead on some Sidewinder missiles? ★



Tony Sarganis and Ron Stout installed the MAU-12 bomb racks on November 2. Now we just need some ordnance to put on them.

PCAM Gets Positive Review by AOPA

In the November issue of *AOPA Pilot* magazine, Alton K. Marsh wrote about his visit to the Charles M. Schulz-Sonoma County Airport and PCAM in his “BRIEFING: Fly-Outs” article. With the permission of the author, we proudly present the bulk of that article here.

Santa Rosa, California

Wine country has a strong aviation link

BY ALTON K. MARSH

Tourists think of Santa Rosa north of San Francisco as wine country, and that is correct. But it is also a great day trip for pilots, as photographer Chris Rose and I found out, even before we got off the Charles M. Schulz-Sonoma County Airport property. Just a two minute drive from the terminal is the small but fascinating Pacific Coast Air Museum, one of two must-see discoveries we made. The first was the McDonnell Douglas (Boeing) F-15 fighter that led a flight of two in an effort to stop two airliners under control of terrorists that struck the World Trade Center. The jet was on the chopping block when the museum discovered it. The museum also has warbirds and spy planes. The second discovery was the chance meeting of Christina Olds, daughter of the late triple-ace fighter pilot Brigadier General Robin Olds, who helped assemble her father’s memorabilia into the book he meant to write, “Fighter Pilot: The Memoirs of Legendary Ace Robin Olds.” She is the museum’s operations director. Twelve minutes from the airport terminal building is a Smithsonian-like gem, the Charles M. “Sparky” Schulz Museum and Research Center. Headed by his widow, Jean Schulz, the museum includes the studio where Schulz created the “Peanuts” comic strip. You’ll learn how the strip was created. His son, Craig Schulz, said the actual drawings of characters came together not in an organized way, but were drawn from all directions at once (see “Pilots: Craig Schulz,” September 2013 *AOPA Pilot*).

The museum sits on a campus that includes a gift shop (schulzmuseum.org) and an ice arena the cartoonist built for the children of Santa Rosa. The arena includes the Warm Puppy Café where Schulz often ate breakfast and lunch.

Mr. Marsh concluded his article with a favorable review of his lunch at Kin in Windsor. All of us at PCAM thank Mr. Marsh and AOPA for their kind words. Fly-Outs is a regular feature of *AOPA Pilot* magazine, and many Fly-Outs articles appear on the AOPA website as blog entries. See <http://www.aopa.org/News-and-Video/AOPA-Pilot-Magazine> ★

PCAM Receives Mention in *Horizon Edition Magazine* from Alaska Air

PCAM received a very nice promotion by Eric Freedman in the December “Horizon” edition of the Alaska Airlines magazine. With the permission of the author we proudly present that article here.

Santa Rosa, CA

Pacific Coast Air Museum

An 8-foot-long model of the USS *Intrepid* aircraft carrier — a ship build during World War II for the U.S. Navy and later used as the recovery ship for early 1960s Earth orbiter space missions — is among the new displays at the Pacific Coast Air Museum in Santa Rosa, which completed a remodel in November.

The renovation also added interactive displays such as a table model of a Korean War air base, with sections that light up as visitors push specific buttons; an exhibit about the WWII –era construction of the airfield where the museum is located; and items such as an Apollo program space suit on loan from the Space Station Museum in Novato, California. The Pacific Coast Air Museum showcases hundreds of artifacts and items related to aviation, including more than 35 vintage aircraft, ranging from a 1954 F-84F Thunderstreak used in Europe during the Cold War to a 1973 AV-8C Harrier designed to operate in remote environments such as from ships at sea.

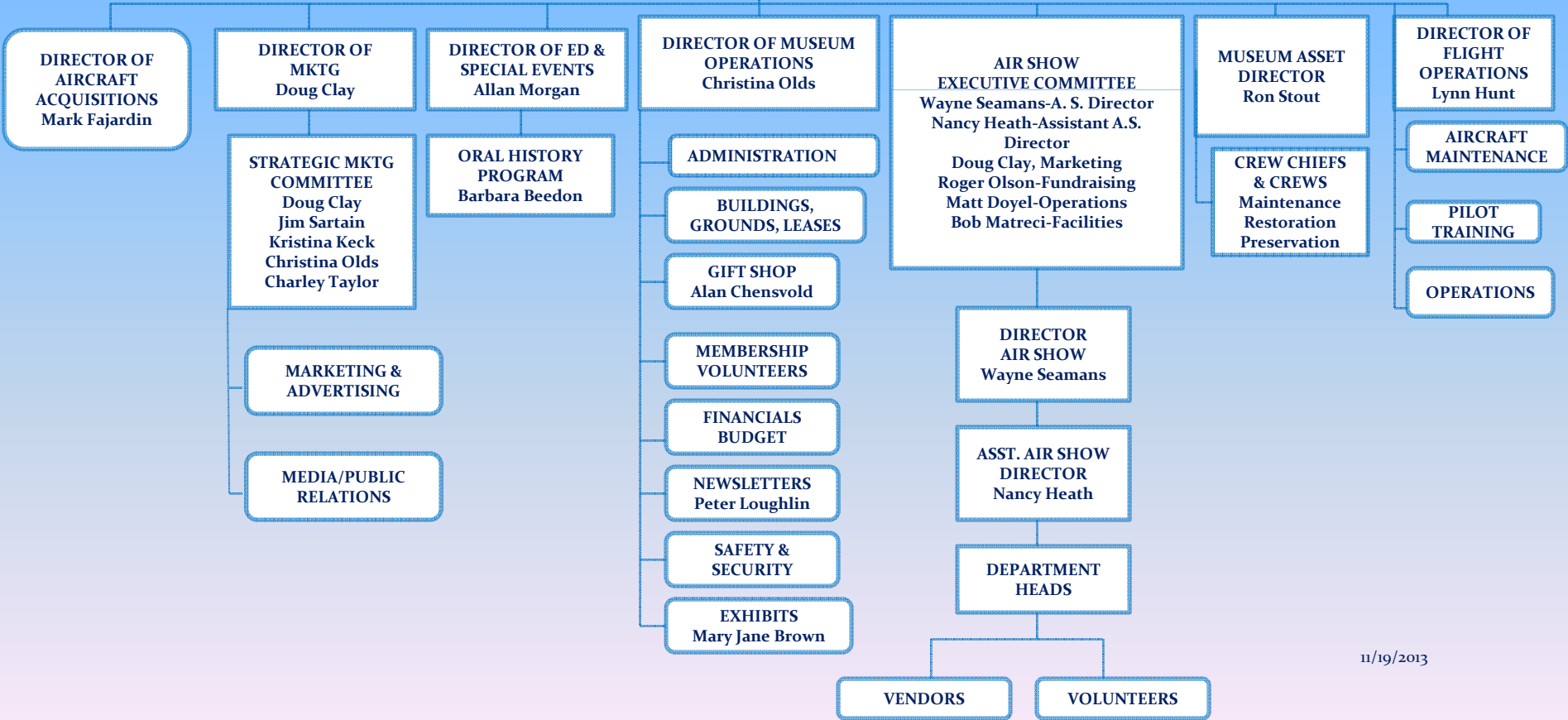
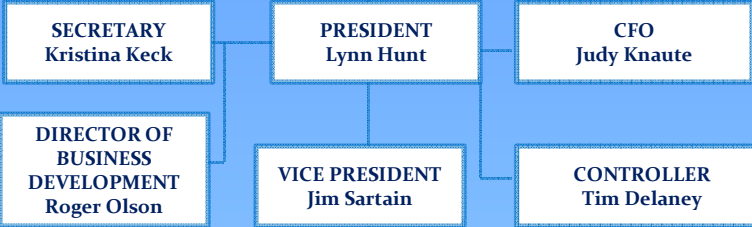
The museum also holds “Climb Aboard” weekends in which visitors can sit in aircraft cockpits. Upcoming Climb Aboards feature a DC-6, February 15-16; An H-34 Choctaw Helicopter, March 15-16, and an F-14 Tomcat, an F-16N Viper and an F-5E Tiger II, April 19-20.

Contact 707-575-7900; www.pacificcoastairmuseum.org
— Eric Freedman

Mr. Freedman also included a photo of a number of our aircraft. *Horizon Edition Magazine* is a travel, lifestyle and business publication covering the Alaska Airlines routes flown by Horizon Air. They focus on the people and places of the Horizon Air route system, exploring the issues, trends and events that shape these regions. We are very grateful to Mr. Freedman and Horizon for helping to alert a broader community of what PCAM has accomplished. See <http://www.alaskaairlinesmagazine.com/horizedition/> ★



PACIFIC COAST AIR MUSEUM BOARD OF DIRECTORS





The Pacific Coast Air Museum

Location

One Air Museum Way, Santa Rosa, CA, 95403
www.pacificcoastairmuseum.org
707-575-7900

At the Charles M. Schulz-Sonoma County Airport, north of Santa Rosa. 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

Tuesday, Thursday, Saturday and Sunday.
10:00 a.m.—4:00 p.m.

“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 more information.

Member Meetings

Normally held on the third Wednesday of each month, 7:00 p.m. at Mesa Beverage Company, Inc. 3200 N. Laughlin Road, Santa Rosa, CA

“Straight Scoop” Newsletter

The museum newsletter, “Straight Scoop” is published monthly and is available online on the museum’s web site. Members are encouraged to submit articles for possible publication. Deadline: 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 Peter Loughlin, Editor: pcam-news@loughlinmarketing.com, 707-575-7900.

Membership Renewals

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

Address Corrections

Please send to Pacific Coast Air Museum, One Air Museum Way, Santa Rosa, CA 95403

Visit our web site at www.pacificcoastairmuseum.org or call 707-575-7900 for more information.

Read the “Red Baron Flyer,” the quarterly newsletter of the Charles M. Schulz-Sonoma County Airport: <http://www.sonomacountyairport.org/red-baron-flyer>

Board of Directors

Glenn Barrett	707-479-5209
Tom Chauncy	707-542-3529
Art Hayssen	707-321-2040
Steve Herrington	707-575-7900
Julia Hochberg	707-523-2800
Lynn Hunt	707-235-2552
Kristina Keck	707-583-7911
Allan Morgan	707-575-7520
Jim Sartain	707-528-1400

Officers

President	Lynn Hunt	707-235-2552
Vice President	Jim Sartain	707-528-1400
Secretary	Kristina Keck	707-583-7911
Controller	Tim Delaney	707-542-1110
Chief Financial Officer	Judy Knaute	707-545-7447
Director of Museum Operations	Christina Olds	707-636-4090
Director of Marketing	Doug Clay	925-736-7962
Director of Aircraft & Exhibits	Ron Stout	707-327-8199
Director of Flight Operations	Lynn Hunt	707-235-2552
Air Show Director	Wayne Seamans	707-575-7900
Director of Education & Special Events	Allan Morgan	707-575-7520

Valuable Assets

Administrative Assistant & Facilities Manager

Duane Coppock 707-546-4388

Aircraft Acquisitions

Mark Fajardin 707-477-0377

Educational Tour Coordinator

Allan Morgan 707-575-7520

Exhibits Coordinator

Mary Jane Brown 707-566-9032

Gift Shop Manager

Mike Lynch 707-575-7900

Guest Speaker Coordinator

Charley Taylor 707-665-0421

Business Development Dir.

Roger Olson 707-396-3425

Membership Records

Mike George 707-575-7900

Planned Giving Coordinator

Barbara Beedon 707-695-3683

Oral History Program

Barbara Beedon 707-695-3683

Volunteer Coordinator

David Kinzie 707-575-7900

Volunteer Coordinator:

Air Show
David Kinzie 707-575-7900

Volunteer Chair Emeritus

Norma Nation 707-525-9845

Newsletter Editor

Peter Loughlin 707-704-6498

Web Administrator

Peter Loughlin 707-704-6498

PCAM YouTube Video Channel

<http://www.youtube.com/user/PCAMvideos>



STRAIGHT SCOOP

December 2013

*Climb Aboard
Santa Fly-In
December 21
Various Planes Available
For Climb-Aboard*

REMEMBER THESE DATES

Saturday December 7	12:45 p.m. - 2:00 p.m.	EA-6B Prowler aircraft arrival at PCAM
Wednesday December 18	7:00 p.m. - 9:00 p.m.	PCAM Member meeting & Holiday Party at Mesa Beverage
Saturday December 21	10:00 a.m. - 4:00 p.m.	Santa Fly-in at PCAM. Santa lands appx. 10:30. Free!
Wednesday January 15	7:00 p.m. - 9:00 p.m.	PCAM Member meeting at Mesa Beverage

Pacific Coast Air Museum
One Air Museum Way
Santa Rosa, CA 95403
707-575-7900
www.pacificcoastairmuseum.org